

# The Hongkong Telegraph.

(ESTABLISHED 1841)

NEW SERIES No 4861.

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SATURDAY, OCTOBER 3, 1903.

六拜禮

號三十月十英港香

\$30 PER ANNUM  
SINGLE COPY, 10 CENTS.

## Banks.

### THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.  
CAPITAL SUBSCRIBED ..... Yen 24,000,000  
CAPITAL PAID-UP ..... " 18,000,000  
CAPITAL UNCALLED ..... " 6,000,000  
RESERVE FUND ..... " 9,210,000

Head Office—YOKOHAMA.

Branches and Agencies:  
TOKIO, KOBÉ, LONDON, NEW YORK,  
NAGASAKI, HONOLULU, SAN FRANCISCO,  
BOMBAY, SHANGHAI, TIENTSIN,  
PEKING, NEWCHWANG.

LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LD.  
PARIS BANK, LD.  
THE UNION OF LONDON AND  
SMITHS BANK, LD.

HONGKONG BRANCH—INTEREST ALLOWED:  
On Current Accounts at the rate of 2 per cent.  
per Annum on the Daily Balance.  
On fixed deposits for 12 months at 5 per cent.

TARO HODSUMI,  
Manager.

Hongkong, 11th September, 1903. [10]

### HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ..... \$10,000,000  
RESERVE FUND ..... \$10,000,000  
Sterling Reserve ..... \$10,000,000  
Silver Reserve ..... \$10,000,000  
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:  
A. J. RAYMOND, Esq., Chairman.  
H. E. TOMKINS, Esq., Deputy Chairman.  
Hon. C. W. DICKSON, N. A. Siebs, Esq.,  
E. Goetz, Esq., H. W. Slade, Esq.,  
C. Michelau, Esq., C. A. Tones, Esq.,  
H. Schubart, Esq., E. S. Wheeler, Esq.,  
E. Shellim, Esq.

CHIEF MANAGER:  
HONGKONG—J. R. M. SMITH.

MANAGER:  
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTRY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:  
On Current Accounts at the rate of 2 per cent.  
per Annum on the daily balance.

ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per Annum.  
For 6 months, 3 1/2 per cent. per Annum.  
For 12 months, 4 1/2 per cent. per Annum.

J. R. M. SMITH,  
Chief Manager.

Hongkong, 17th August, 1903. [13]

### HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. [14]

### THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital ..... \$1,000,000  
Paid up Capital ..... \$344,373

HEAD OFFICE—HONGKONG.

Board of Directors:  
Chan Kit Shan, Esq., J. Scott Harston, Esq.,  
Chow Tung Shang, Esq., J. Lauts, Esq.,  
Chief Manager,  
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed ..... 5 %  
Hongkong, 12th May, 1903. [15]

### THE DEUTSCHE ASIATISCHE BANK.

PAID-UP CAPITAL ..... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Hankow, Tientsin, Tsingtau (Kiautschau).

LONDON BANKERS:  
Messrs. N. M. Rothschild & Sons,  
UNION OF LONDON AND SMITHS BANK, LTD.,  
DEUTSCHE BANK (BERLIN) LONDON AGENCY  
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.  
H. FIGGE,  
Manager.

Hongkong, 1st September, 1903. [16]

### GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.  
PAID-UP CAPITAL ..... U.S. Gold \$2,000,000  
SURPLUS AND UNDIVIDED PROFITS \$5,180,000

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:  
33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:  
PARR'S BANK, LIMITED.

HONGKONG OFFICE:  
4, DES VŒUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED:  
On Current Accounts at 2 1/2 per annum.  
On Fixed Deposits:  
For 3 months 2 1/2 per annum.  
" 6 " 3 1/2 " " "  
" 12 " 4 1/2 " " "

E. F. GROS,  
Acting Manager.

Hongkong, 1st December, 1902. [168d]

### INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE—NEW YORK.

FISCAL AGENTS FOR THE UNITED STATES OF AMERICA IN CHINA AND THE PHILIPPINE ISLANDS.

Capital paid in ..... Gold \$4,000,000  
Surplus (Reserve) Gold \$4,000,000

Total ..... Gold \$8,000,000

Capital and Surplus authorised, Gold \$10,000,000

LONDON BANKERS:  
THE NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Corporation buys and sells Bills of Exchange, issues Letters of Credit and carries on every description of Banking and Exchange business. Money received on Current Deposit Account at the rate of 2 per cent. per annum on the daily balances, and on Fixed Deposit as follows:  
For 3 months, 2 1/2 per annum.  
" 6 " 3 1/2 " " "  
" 12 " 4 1/2 " " "

HONGKONG BRANCH:  
CHARLES R. SCOTT,  
Manager.

Hongkong, 26th May, 1903. [1000]

### IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1906.

Shanghai Tael.  
SUBSCRIBED CAPITAL ..... 5,000,000  
PAID-UP CAPITAL ..... 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:  
CANTON, PENANG, SINGAPORE,  
HANKOW, TIENTSIN,  
PEKING.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH:  
Advances made on approved securities.  
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:  
3 1/2 per Annum Fixed Deposits for 3 months.  
4 1/2 " " " 6 " " "  
5 1/2 " " " 12 " " "

E. W. RUTTER,  
Manager.

Hongkong, 12th August, 1903. [12]

### THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.

HEAD OFFICE—LONDON.

CAPITAL PAID-UP ..... £800,000

RESERVE LIABILITY OF SHAREHOLDERS ..... £800,000

RESERVE FUND ..... £725,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 " " "

" 3 " 3 " " "

T. P. COCHRANE,  
Acting Manager.

Hongkong, 18th May, 1903. [11]

## Mails.

### PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
SINGAPORE, COLOMBO and BOMBAY	PEKIN	About 6th October	Freight only.
(Calling at Penang if sufficient inducement offers)	C. R. Longden, R.N.R.		
SHANGHAI, KOBE & YOKOHAMA	MAITA	About 9th October	Mail Steamer.
(Passing through the Inland Sea of Japan)	C. L. W. Field		
LONDON, &c.	SIMLA	Noon, 10th October	See Special Advertisement.
	C. D. Goldsmith, R.N.R.		
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO	About 17th October	Freight and Passage.
	G. W. Gordon, R.N.R.		

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 3rd October 1903.

### IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAMERS FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORT.

Also LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.

SEYDLITZ ..... WEDNESDAY, 14th October

MOON ..... WEDNESDAY, 28th October

PREUSSEN ..... WEDNESDAY, 11th November

HAMBURG ..... WEDNESDAY, 25th November

PRINZ HEINRICH ..... WEDNESDAY, 9th December

KONIG ALBERT ..... WEDNESDAY, 23rd December

KLAUSCH ..... WEDNESDAY, 6th January, 1904

SACHSEN ..... WEDNESDAY, 20th January, 1904

BAVERN ..... WEDNESDAY, 3rd February, 1904

GERA ..... WEDNESDAY, 17th February, 1904

PERLSIE ..... WEDNESDAY, 3rd March, 1904

ROON ..... WEDNESDAY, 17th March, 1904

HAMBURG ..... WEDNESDAY, 6th April, 1904

PRINZ HEINRICH ..... WEDNESDAY, 20th April, 1904

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 14th day of October, 1903, at Noon, the Steamship "SEYDLITZ," of the NORDDEUTSCHER LLOYD, Captain C. Dewers, with MAELS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 12th instant, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 13th instant, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 13th instant.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO., AGENTS. [563c]

Hongkong, 2nd October, 1903.

## Intimations.

### TAILORING DEPARTMENT.

SPECIAL OFFER for ONE MONTH only of

our Surplus Stock of Suitings at the

following Exceptional Prices.

FLANNEL LOUNGE SUITS - - - - \$20-\$25

TWEED AND CASHMERE SUITS - \$30 -

BLUE SERGE SAC SUITS - - - - \$40-\$45

WORSTED AND ANGOLA SUITS - - \$40-\$45

BLACK TWILL DRESS SUITS - - - \$55 -

LANE, CRAWFORD & CO.

Hongkong, 18th September, 1903. [732c]

### THOMAS' HOTEL.

A FIRST CLASS HOTEL, comfortably furnished, and most centrally situated, being in close proximity to the Banks and principal business places.

SPECIALLY REDUCED SUMMER RATES.

For Particulars apply to

THE MANAGER.

### MACAO HOTEL

(Late HING KEE HOTEL).

This FAVOURITE and LONG ESTABLISHED Hotel is situated on the SEA-FRONT commanding a MAGNIFICENT VIEW of the Harbour, and adjacent islands, and is open to the COOL SOUTHERLY BREEZES in Summer.

The BED-ROOMS are LARGE, COOL, AIRY, WELL-VENTILATED and HANDSOMELY FURNISHED. THE CUISINE is EXCELLENT and under direct EUROPEAN supervision.

BOATING, SHOOTING or BOATING parties specially catered for. A commodious and comfortable stern-wheel HOUSE-BOAT, with sleeping accommodation for six passengers and EVERY CONVENIENCE, is provided for the use of visitors AT REASONABLE RATES.

A MILITARY BAND PLAYS in the Gardens, close to the Hotel, three times a week.

SEA BATHING.


STEAMERS to and from Macao, every MORNING and AFTERNOON.

W. M. FARMER,  
Proprietor and Manager.

Hongkong, 1st November, 1903. [14]

## Intimations.

"I hear they want more



**Bovril**  
is the best beverage;  
because it not only stimulates, but tones up and builds-up body and brain.  
Added to gravies, hashes, stews, etc., BOVRIL makes them immensely stronger, richer, and more palatable and nourishing.

## JAPAN COALS.

### THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.

LONDON BRANCH—34, LIME STREET, E.C.

HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimomaki, Moji, Akamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Mito, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotani, Hokoku, Hondo, Ichimura, Kanada, Mameda, Maibara, Onoura, Otsubu, Sasahara, Tsubakuro, Yoshinotani, Yoshio, Yonohara and other Coals.

N. INUZUKA, Manager, Hongkong.

### H. PRICE & CO.,

WINE MERCHANTS,

12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE No. 135.

Hongkong, 23rd July, 1903. [952c]

### "MOUNT VERNON"

PURE RYE WHISKY.

BOTTLED AT THE DISTILLERY AND PURITY GUARANTEED BY THE HANNIS DISTILLING COMPANY.

CALDBECK, MACGREGOR & Co.,  
SOLE AGENTS FOR HONGKONG, CHINA AND THE STRAITS.

15, Queen's Road, Hongkong, 1st October, 1903. [12]

### OCCIDENTAL HOTEL

(ELGIN ROAD, KOWLOON.)

CODE ADDRESS: "YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS. POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS—\$4.00 to \$7.00 per day. \$75 to \$120 per month.

JAS. D. M. CAMERON, Manager.

Hongkong, 22nd August, 1903. [555c]

### MARLBOROUGH HOUSE

31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI.

PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-furnished Rooms by the Day or Month.

Telegraphic Address: "MARLBOROUGH." Telephone: No. 580.

Mrs. NAZER.

Shanghai, 6th June, 1903. [674c]

## HONGKONG HOTEL.

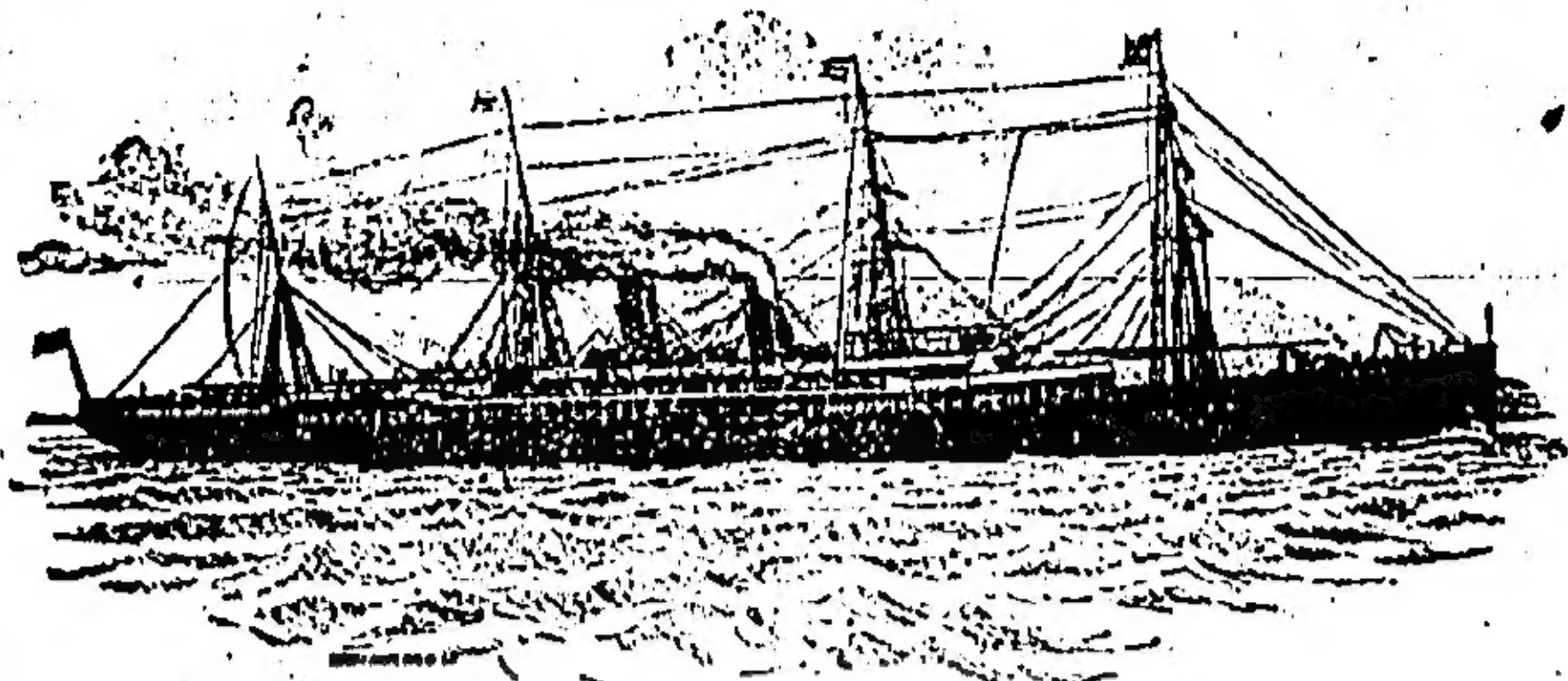
Military Band during dinner on Saturday Nights.

Hongkong, 1st November, 1903.



## Trails.

## U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,  
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO  
CENTRAL AND SOUTH AMERICA AND EUROPE.

## PROPOSED SAILINGS FROM HONGKONG.

"AMERICA MARU"	SUNDAY, 4th October, at Daylight.
"KOREA"	TUESDAY, 13th October, at Noon.
"GAREL"	TUESDAY, 20th October, at Noon.
"HONGKONG MARU"	WEDNESDAY, 28th October, at Noon.
"OHINA"	FRIDAY, 6th November, at Noon.
"DOLO"	SATURDAY, 14th November, at Noon.
"NIPPON MARU"	TUESDAY, 24th November, at Noon.
"SIBERIA"	WEDNESDAY, 2nd December, at Noon.
"COPTIO"	WEDNESDAY, 9th December, at Noon.

Record Trip Yokohama to San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE T. K. Company's Steamship "AMERICA MARU" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, TO-MORROW, the 4th instant, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

Hongkong, 2nd October, 1903.

CANADIAN PACIFIC RAILWAY COY'S  
ROYAL MAIL STEAMSHIP LINE.

## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)  
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

## PROPOSED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

R.M.S. "TARTAR"	4,425 Tons	WEDNESDAY, 7th October.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 21st October.
"ATHENIAN"	3,882 "	WEDNESDAY, 4th November.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 18th November.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 16th December.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 13th January, 1904.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th January.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 10th February.
"TARTAR"	4,425 "	WEDNESDAY, 24th February.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 9th March.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 30th March.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 20th April.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th April.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th May.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS), saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 1st September, 1903.

HAMBURG-AMERIKA LINIE.  
NORDDEUTSCHER LLOYD.  
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ABESSINIA	HAVRE, BREMEN and HAMBURG.	7th October.
BRISGAVIA	(Calling at SINGAPORE and PENANG.)	Freight.
Schulke	HAVRE and HAMBURG.	20th October.
SAXONIA	(Calling at SINGAPORE and COLOMBO.)	Freight.
Brehmer	HAVRE and HAMBURG.	3rd Nov.
MARBURG	(Calling at SINGAPORE and PENANG.)	Freight.
Stern	(Calling at SINGAPORE and COLOMBO.)	17th Nov.
SUEVIA	HAVRE and HAMBURG.	Freight.
Borck	(Calling at SINGAPORE and PENANG.)	1st Dec.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE,  
No. 1, Queen's Buildings.

Hongkong, 25th September, 1903.

## Shipping—Steamers.

HONGKONG, CANTON, MACAO AND  
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION  
COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM"	2,363 tons	Captain H. D. Jones.
"POWAN"	2,338 "	G. F. Morrison, R.N.R.
"FATSHAN"	2,260 "	A. V. Brown.
"HANKOW"	3,073 "	C. V. Lloyd.
"KINSHAN"	2,860 "	J. J. Lassius.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,993 tons, Captain W. E. Clarke.

Departures from Hongkong to Macao daily at 2 P.M. } Sunday

Do. from Macao to Hongkong daily at 8 A.M. } excepted.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 2,19 tons, Captain T. Hamlin.

This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 7.30 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "NANNING," 569 tons, Captain R. D. Thomas.

"SAINAM," 538 " B. Branch.

"IAK HING," 618 " T. A. Webster.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD

Hongkong, 30th September, 1903.

## Intimations.

PORTRAITS, GROUPS, ENLARGING, AND  
COPYING IN ALL SIZES.

AMATEUR WORK GIVEN SPECIAL

ATTENTION.

FULL LINE OF SUPPLIES

ALWAYS IN STOCK.

C. W. CLARK  
No. 4, 100 HOUSE STREET,  
Between Queen's Road and Des Voeux Road.

ORIENTAL

COSTUMES AND

FANCY DRAPERIES

FURNISHED.

WORK GUARANTEED TO BE

LADIES' SPECIAL TOILET ROOM.

964c] PATRONAGE RESPECTFULLY SOLICITED.

## THE MUTUAL STORES.

GENERAL STOREKEEPERS,

WINE AND SPIRIT MERCHANTS,

25, Des Voeux Road Central, Hongkong,

and

Shakee Street, Canton.

SOLE AGENTS FOR

## "KIRIN" LAGER BEER.

PARKMORE GLENLIVET WHISKY.

Largest Importers in the Colony of

HEINZ FAMOUS PICKLES & PRESERVES.

FRESH AUSTRALIAN BUTTER.

Hongkong, 22nd September, 1903.

[553c]

## HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 56.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1900.

## INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that

the Undersigned, being Sole Agents for

DR. AUER VON WELSBACH Co.,

VIENNA,

THE INVENTORS OF INCANDESCENT

GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,

954c] CONNAUGHT HOUSE.

## THE CONNAUGHT HOUSE,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL SITUATED NEAR THE BANKS AND PRINCIPAL

OFFICES. EXCELLENT CUISINE AND WINES.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. Special Rates for Tourists.

Lantern Service for Guests.

For Terms, apply to

Hongkong, 1st November, 1902.

THE MANAGER.

[1359c]

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of  
entrance, top 95 ft.; bottom 75 ft.  
Water on blocks, 27.5 ft. Time to  
pump out, 4 hours.

## No. 2 DOCK.

Length inside, 875 ft. Width of  
entrance, top 60.5 ft.; bottom 45.8  
ft. Water on blocks, 26.5 ft. Time  
to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of  
Captains and Engineers is respectfully called to the advantages offered for Dock-  
ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,  
and a large stock of material is always at hand, (plates and angles all being tested by  
Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of  
Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable  
of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge  
Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be  
guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that  
of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams: "Dock, Yokohama," Codes A. L. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[573c]

GO TO THE  
KOWLOON HOTEL,  
KOWLOON. J. W. OSBORNE,  
Manager. Proprietor.UNION INSURANCE SOCIETY OF  
CANTON, LIMITED.

## NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the THIR-  
TIETH ORDINARY YEARLY  
MEETING of the Society will be held at its  
HEAD OFFICE, No. 1, Queen's Buildings,  
Hongkong, on THURSDAY, the 8th October,  
1903, at Noon, for the purpose of receiving the  
Report of the Directors together with State-  
ments of Account for the year 1902 and for the  
Half year ending 30th June, 1903, and of  
declaring Dividends, &c.

THE TRANSFER BOOKS of the Society  
will be CLOSED from the 8th to the 22nd  
October, both days inclusive.

By Order of the Board,  
W. J. SAUNDERS,

Hongkong, 17th September, 1903. [1172c]

CANTON INSURANCE OFFICE,  
LIMITED.

## NOTICE TO SHAREHOLDERS.

THE TWENTY-SECOND ORDINARY  
GENERAL MEETING of SHARE-  
HOLDERS will be held at the OFFICES of  
the Undersigned at 12 o'clock (NOON), on  
THURSDAY, the 22nd October.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 8th to the 22nd  
October, both days inclusive.

JARDINE, MATHESON & CO.,  
General Agents,  
Canton Insurance Office,  
Limited.

Hongkong, 26th September, 1903. [1173c]

HUMPHREYS ESTATE AND FINANCE  
COMPANY, LIMITED.

NOTICE is hereby given that AN EXTRA-  
ORDINARY GENERAL MEETING  
of HUMPHREYS ESTATE AND FINANCE CO.,  
LIMITED, will be held at the COMPANY'S  
OFFICES, Nos. 38 and 40, Queen's Road Cen-  
tral, Victoria, Hongkong, on SATURDAY,  
the 1st day of October, 1903, at NOON, when the  
SUBJOINED RESOLUTIONS will be pro-  
posed, viz:—

1. "That the Capital of the Company  
"be increased from \$1,000,000 (divided  
"into 100,000 shares of \$10 each) to  
"\$1,500,000 (divided into 150,000 shares  
"of \$10 each) by the creation of 50,000  
"new shares of \$10 each to be offered and  
"if accepted to be allotted to the present  
"shareholders of the Company at par in  
"the ratio and proportion of one new  
"share for every two old shares in the  
"Company held by the respective share-  
"holders thereof, the amount payable on  
"each of such new shares, respectively, to  
"be paid at such time or times and in such  
"manner as the Company by its General  
"Managers may hereafter determine."

2. "That Article No. 82 of the Articles  
"of Association of the Company be can-  
"celled and the following Article sub-  
"stituted therefor:—

"The remuneration of the General  
"Managers shall be \$4,000 per annum  
"(which shall cover office rent but  
"not salaries of Secretary and other  
"employees) and a commission of 5  
"per cent. of the net profits of the  
"Company for each year that such  
"profits amount to 7 per cent. of the  
"Capital of the Company."

Should the above Resolutions be duly passed  
they will be submitted for confirmation as  
SPECIAL RESOLUTIONS to a SECOND  
EXTRAORDINARY GENERAL MEET-  
ING which will be subsequently convened.

(Dated this 24th day of July, 1903.)

JOHN D. HUMPHREYS & SON,  
General Managers.

931c]

## CANTON DISTRICT.

## LOCAL NOTICE TO MARINERS.

No. 65.

WRECK OF STONE JUNG.

ABOVE 2ND BAR

CREEK.

NOTICE is hereby given that the above  
Wreck has been REMOVED and the  
Channel is now clear.

J. HOWELL MAY,  
Harbour Master.

Approved,  
H. B. MORSE,  
Commissioner of Customs.

Customs House,  
Canton, 28th September, 1903. [1190c]

## NOTICE TO CONTRACTORS.

SEALED PROPOSALS will be received  
by the Undersigned at their place of  
business in Hongkong until NOON, OCTOBER  
10th, 1903, for the FURNISHING of MA-  
TERIALS and the CONSTRUCTION of a  
PASSENGER DEPOT for the Imperial  
Chinese Railway Administration, Canton-  
Hankow Railway, at Fat Shan.

Each Bidder will be required to deposit a  
Certified Check for 10% of the Amount of Bid.  
Plans and Specifications can be seen at the  
Office of the Undersigned.

The Railway Administration does not neces-  
sarily bind itself to accept the Lowest or any  
Bid.

SHEWAN, TOMES & Co.,  
Agents.

American China Development Co.,  
Hongkong, 2nd October, 1903. [1203c]

## H.M. NAVAL YARD.

WANTED a BOY WRITER in the  
NAVAL STORE DEPARTMENT, Age  
15 to 17, Salary \$20 per Month, rising by \$5  
per Month annually to \$50 with Temporary  
Addition of 25%.

Hongkong, 1st October, 1903. [1204c]

THE GREAT NORTHERN TELEGRAPH  
CO., LIMITED.

## HONGKONG STATION.

REFERRING to Notice of 20th December,  
1902, and subsequent Notices, Senders  
of Telegrams are hereby advised that from



## Intimations.

**THE HONGKONG STUDIO.**  
HIGHER CLASS PHOTOGRAPHER,  
41 & 43, QUEEN'S ROAD CENTRAL,  
TOP FLOOR.

PORTRAITS, GROUPS and ENLARGING and COPYING in all sizes.  
LARGE SELECTION OF VIEWS ALWAYS ON HAND.

PRICE VERY MODERATE.  
Hongkong, 15th September, 1903. (120)

## DENTISTRY.

Dr. I. SAKATA,  
DENTIST.  
No. 25, Cornhill Road Central.  
Hongkong, 9th February 1903. (20)

**SAVARESE'S SANDAL CAPSULES**  
Not made of Gelatine, most efficacious, because absolutely pure English Oil.  
Full directions. All Chemists.  
Insist on Savarese's.

## Shipping.

## Arrivals.

Ariake Maru, Jap. s.s., 2188, Hori 2nd Oct.,  
Moji 17th Sept. Coals—V. B. K.  
Elizabeth Rickmers, Ger. s.s., 997, Nebinger,  
2nd Oct.—Hohow 1st Oct. Rice, &c.—A.  
K. & Co.  
Sungkiang, Br. s.s., 1021, Outerbridge, 3rd  
Oct.—Manila 30th Sept. Hemp—B. & S.  
Machaoon Br. s.s., 4276, Long, 3rd Oct.—Moji  
29th Sept. Gen.—B. & S.  
Onsang, Br. s.s., 1787, Davies, 3rd Oct.—  
Sourabaya 16th Sept. and Chitobon 23rd  
Sept.—J. M. & Co.  
Daijin Maru, Jap. s.s., 901, Ogata, 3rd Oct.—  
Tamsui via Amoy and Swatow 2nd Oct.  
Gen.—O. S. K.

## Clearances at the Harbour Office.

Hoi Ho, for Canton.  
San Cheong, for C. nton.  
Pronto, for Newchwang.  
Kansu, for Shanghai.  
Taitung, for Shanghai.  
Ariake Maru, for Kobe.  
Wo Ping, for Wuchow.  
Anging Maru, for Swatow.  
Kwanglu, for Shanghai.  
Laertes, for Swatow.  
Hualong, for Swatow.  
America Maru, for Shanghai.  
Wingchai, for Macao.  
Cutchai, for Nagasaki.  
Sambai, for Singapore.  
Kwangchow, for Canton.  
Chanwai, for Wuchow.

## Departures.

Oct. 3.  
Glory, H.M.S. battleship, for Singapore.  
Inaba Maru, for Singapore.  
Rohila Maru, for Manila.  
Rubi, for Manila.  
America Maru, for San Francisco.  
Kansu, for Chinkiang.  
Taitung, for Shanghai.  
Kwanglu, for Shanghai.  
Sambai, for Calcutta.  
Shanghai, for Shanghai.  
Hanoi, for Haiphong.  
Calcutta, for Nagasaki.

## Passengers arrived.

Per Sungkiang, from Manila—Mr. Go Yu,  
Miss Anita Lopez, Messrs. Brammer, W. L.  
Clarke, Wm. O. McMullen, E. E. E. Wright, Dr.  
C. J. H. Pines, Lieut. Wesley King, Messrs. H.  
Jersohn, J. B. Roche, A. Schiff, said Hashim,  
Mrs. Carolina Rocha, Reyes, Miss Ursula  
Rocha, Mrs. Emilia Braga, Mrs. A. C. Souza,  
Matilde Rodriguez, Miss Rodriguez, and 24  
Chinese.

## Passengers departed.

Per Inaba Maru, for Singapore—Col. Camp-  
bell, Misses Cole (2), Mrs. Stevenson, Mrs.  
Blanco, Mr. and Mrs. E. W. Cole, Mr. and  
Mrs. H. P. King and child, Messrs. E. G. Pro-  
brook, T. Mathews, K. Khemchand, G. Shibun,  
K. Sawada, and 1 Chinese married couple and  
3 children. For Colombo—Mr. Geo. Greto.  
For Marseille—Messrs. T. Kamiya, Ernest  
Mirov, D. Jacob, Prof. R. Iwasumi, Dr. and  
Mrs. W. C. Johnson and 3 children. For Lon-  
don—Messrs. T. H. Seller, Lo Chang, K. Tayo-  
maru, Capt. R. C. Morris, Lieut. and Mrs.  
Bishop, Capt. F. Capt. E. Parke, Mrs. E. A.  
Bachelor and 3 children.  
Per Rubi, for Manila—Mr. F. C. Keans, Maj.  
Otto von Eisel, Miss Ida Clifford, Mr. Antonio  
Gomez Zorilla, Revs. Daniel Gucke, Edgar  
Cook, J. J. Carroll, J. B. McGinty, James Mc-  
Closkey, Dr. and Mrs. T. Hays, Messrs. S. See,  
L. Locos, B. Thomson, Mr. and Mrs. A. Ma-  
condray, Mr. M. W. Tuttle, Right-Rev. D. J.  
Dougherty, (Bishop of New Segovia, P.I.),  
Messrs. W. A. Anderson, Biser Sing, Sundra  
Sing, C. Cheit, Cao Ticoy, C. Quisente, O.  
Trapley, S. Limco, C. C. Yockle, Fujiwara,  
and Mrs. J. A. Glover, Messrs. Robert Harris,  
C. Queney, C. Guanby, K. Ram, W. Taly,  
S. Quincy, S. Charles, C. Botco, C. Junro, C.  
Casey and George Williams.

Per Rohila Maru, for Manila—Messrs. E.  
H. Leuthold, C. H. Hunter, E. P. Bourne, C. J.  
Hoke, L. S. Kirtland, Kwong Hing Chiu,  
Queng Meng, Queng Kock, Jun Cy Hing,  
Yap M. F., Kuanahshi, Li Lung, Mrs. Y. O.  
Mun, Messrs. D. Miaoaki, Chas Hing, F. L.  
Schultzer, W. U. Anderson, J. F. Cross, Li  
Kwong, S. Muekishi, J. B. Hove, Li Queng,  
Kiong Chian, Chua Choy Co, Li Yut Chi,  
Cheong A. Foon, U. Kwong, Miss Fusa Naka-  
nishi, Messrs. Mok Tong and T. Quin Co.

## Shipping Reports.

Sir. Machaoon from Moji—Moderate Ely  
winds, and fine weather throughout.

Sir. Sungkiang from Manila—Northern part  
clear and fine, with fresh N.E. monsoon, South-  
ern part overcast, and heavy squall of wind  
and rain, sens. winds, and light S.W. swell.

## Steamers Expected.

Vessels	From	Agents	Due
Hiroshima Maru	Moji	N. Y. K.	Oct. 4
Ernest Simons	Saigon	M. M.	Oct. 5
Indravelli	Japan	P. & A. Co.	Oct. 5
Laiyang	Singapore	J. M. & Co.	Oct. 5
Kasuga Maru	Manila	N. Y. K.	Oct. 5
Zafiro	Manila	S. T. & Co.	Oct. 5
Yawata Maru	Manila	N. Y. K.	Oct. 6
Monmouthshire	Singapore	S. T. & Co.	Oct. 7
Gaelic	Japan	P. M. Co.	Oct. 8
Tsinan	P. Darwin	H. & S.	Oct. 12
Athenian	Vancouver	C. P. R. Co.	Oct. 13
Clavering	San Francisco	C. C. Co.	Oct. 14

## Hongkong &amp; Whampoa Dock Returns.

Vessels	From	Agents	Due
Fausang	at Kowloon Dock		
Kong Beng	"		
Saioia	"		
Bangkok	"		
Pembrokehire	"		
Nanyang	Cosmopolitan		
Emma Luyken	"		
Themis	Aberdeen		
Arratoon Apar	"		

## Ships Passed The Canal.

Outward—1st September—Nippon, Lerche,  
Glenloch, Hermann, 5th September—Sophie,  
Richmers, Hermiston, Kaisow, Calchas, 8th  
September—Monmouthshire, 12th September  
—Sado Maru, Mulla, Lydia, Tantalus, Ben-  
vorlich, 16th September—Kenneth, Ernest  
Simons, Heathford, 18th September—Priant  
Albana, Marburg, Polyphemus, Sikh, Glenroy,  
23rd September—St. Beils, Preussen, 25th Sep-  
tember—Yurra, Antares, Palawan, Kawachi  
Maru, Strauburg, 3rd October—Hyson.  
Homeward—23rd September—Benledi, 30th  
September—Suzuki, Kruaschau, Indrawadi,  
Badania, 3rd October—Salaut, Sigismund.  
Arrivals at Home—1st September—Benla-  
mond, Princess Marie, Jumbo Maru, 5th  
September—Arara, Tiger, Kien, Manchuria,  
8th September—Hamburg, Prince Helwig,  
Glenck, 12th September—Glenquay, Ceylon,  
Nurnberg, Promethus, 16th September—  
Sicilia, 18th September—Trialet, Sanuki  
Maru, 23rd September—Madoff, 25th Sep-  
tember—Japan, Wursburg, Calcuttan, 30th  
September—Tydeus, Hakata Maru, Sach-en-  
Orestes.

## THE WEATHER.

The following report is from Mr. F. G. Figg,  
Acting Director of the Hongkong Obser-  
vatory:  
On the 3rd at 11.55 a.m. the barometer  
has fallen slightly over the Philippines; risen  
elsewhere, particularly over Japan.  
The typhoon has probably moved away over  
the Pacific to the S. of Japan.  
A low depression may be forming in the  
neighbourhood of N. Luzon, where pressure  
remains low.  
Pressure is high over N. China.  
Strong N.E. monsoon along the China coast  
and over the N. part of the China Sea.  
Forecast:—fresh N.E. winds; fine.

Barometer	On date at 10 a.m.	On date at 4 p.m.
Temperature	29.91	29.82
Humidity	79	81
Rainfall	—	72

## CHINA COAST METEOROLOGICAL REGISTRY.

October 3rd, 1903, a.m.  
Bar. Th. Hu. Wind Wt.

ladivostok	7 a.m.	30.14	45	84	—	0	b
emuro	6 a.m.	30.04	—	—	—	2	—
akodate	"	30.13	—	—	NW	6	—
ochi	"	29.98	—	—	NW	—	—
ochi	"	29.87	—	—	NE	6	—
agasaki	"	29.05	—	—	NE	—	—
kagoshima	"	29.91	—	—	N	4	—
shima	"	29.8	—	—	N	6	—
higaki	"	29.74	—	—	N	8	—
higakiijima	"	29.81	—	—	E	6	—
aihoku	5 a.m.	29.91	—	—	S	2	—
aichu	"	29.85	—	—	—	0	—
ainan	"	29.84	—	—	—	—	—
oshun	"	29.85	—	—	NE	8	—
escadores	"	29.85	—	—	NE	10	—
WeihaWei	9 a.m.	—	—	—	—	—	—
utlaif	"	30.11	72	67	NNE	4	bv
hai Peak	"	29.98	75	68	NNW	3	c
Amoy	6.30 a.m.	29.98	74	72	N	2	c
Swow	9 a.m.	29.92	82	—	NE	2	b
anton	"	—	84	87	N	1	b
hongkong	10 a.m.	29.97	80	64	E	3	c
Victoria Peak	"	—	—	—	ESE	3	c
Gap Rock	"	29.93	—	—	E	4	c
macao	"	29.93	82	—	E	4	c
Haiphong	"	—	—	—	—	—	—
Haiphong	"	29.80	81	85	SSW	2	o
colindale	9 a.m.	—	—	—	W	3	o
colindale	"	29.87	82	—	WSW	1	od
ebu	"	29.88	84	—	S	1	o
C. St. James	10 a.m.	—	—	—	—	—	—

## Post Office.

A Mail will clear for—  
Chefoo and Newchwang—Per Pronto, 4th  
inst., 9 A.M.  
Moji—Per Ariake Maru, 4th inst., 9 A.M.  
Canton—Per J. Swan, 4th inst., 9 A.M.  
Swatow, Amoy and Foochow—Per Anping  
Maru, 4th inst., 11 A.M.  
Canton—Per Honan, 5th inst., 9.30 A.M.  
Macao—Per Heungshan, 5th inst., 1.15 P.M.  
Manila, Port Darwin, Thursday Island,  
Cocktown, Cairns, Townsville, Brisbane,  
Sydney and Melbourne—Per Chinglu, 5th  
inst., 3 P.M.  
Kunchuk and Samshui—Per Tungkong  
5th inst., 3 P.M.  
Kobe, Nagasaki and Vladivostok—Per  
Savoia, 5th inst., 4 P.M.  
Kuchinotzu—Per Hikoson Maru, 5th inst.,  
4 P.M.  
Nantao—Per Taichun, 5th inst., 5 P.M.  
Sanbue—Per Hot Fu, 5th inst., 5 P.M.  
Macao—Per Wingchai, 5th inst., 5 P.M.  
Canton—Per Hankow, 5th inst., 5 P.M.  
Canton—Per Futsan, 6th inst., 9.30 A.M.  
Europe, &c., India, via London—Per  
Annam, 6th inst., 11 A.M.  
Swatow, Amoy and Tamsui—Per Daijin  
Maru, 6th inst., 11 A.M.  
Singapore, Colombo and Bombay—Per  
Hiroshima Maru, 6th inst., 11 A.M.  
Macao—Per Heungshan, 6th inst., 1.15 P.M.  
Amoy and Manila—Per Yuenchung, 6th inst.,  
2 P.M.  
Singapore, Sourabaya and Samarang—Per  
Fausang, 6th inst., 2 P.M.  
Singapore, Penang and Calcutta—Per  
Arratoon Apar, 6th inst., 2 P.M.  
Tientsin—Per Wingchai, 6th inst., 2 P.M.  
Shanghai, Moji, Kobe, Yokohama, Victoria  
and Seattle—Per Kaga Maru, 6th inst., 3 P.M.  
Nantao—Per Taichun, 6th inst., 5 P.M.  
Sanbue—Per Hot Fu, 6th inst., 5 P.M.  
Macao—Per Wingchai, 6th inst., 5 P.M.  
Canton—Per Futsan, 6th inst., 5 P.M.  
Saigon—Per Holsen, 6th inst., 5 P.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Tartar,  
7th inst., 11 A.M.  
Nagasaki, Kobe and Yokohama—Per Kasuga  
Maru, 7th inst., 11 A.M.  
Macao—Per Heungshan, 7th inst., 1.15 P.M.  
Manila—Per Sungkiang, 7th inst., 3 P.M.  
Kunchuk and Samshui—Per Tungkong,  
7th inst., 3 P.M.  
Nantao—Per Taichun, 7th inst., 5 P.M.  
Sanbue—Per Hot Fu, 7th inst., 5 P.M.  
Macao—Per Wingchai, 7th inst., 5 P.M.  
Canton—Per Futsan, 7th inst., 5 P.M.  
Manila, Thursday Island, Townsville, Bris-  
bane, Sydney and Melbourne—Per Yawata  
Maru, 9th inst., 3 P.M.  
Manila—Per Zafiro, 10th inst., 9 A.M.  
Shanghai, Moji, Kobe, Yokohama, Victoria  
(B.C.), and Tacoma—Per Victoria, 10th inst.,  
11 A.M.  
Shanghai, Chemulpo, Dalny and Port Arthur  
—Per ullberg, 10th inst., 5 P.M.  
Straits and Bombay—Per Capri, 12th inst.,  
11 A.M.  
Europe, &c., India, via Tuticoria—Pe  
Seydlitz, 14th inst., 11 A.M.  
Shanghai, Nagasaki, Kobe, Yokohama,  
Victoria and Vancouver, B.C.—Per Empress of  
China, 21st inst., 11 A.M.

## Post Office.

And-son, Mr. Jones, J. W.  
Ankrom, Mr. and Mrs. Joseph, Mr. and Mrs.  
J. H.  
Antoni, A. S.  
Barrett, E. G.  
Black, Mr. and Mrs. R.  
Bogdan, Mr. and Mrs. R.  
Böhner, E. A.  
Bouvet, F.  
Borthwick, Mr. and Mrs. F.  
Brand, D.  
Brown, W. S.  
Buck, Hart  
Campbell, Mr. and Mrs. G.  
Clark, J.  
Clarke, W. G.  
Connell, J. J.  
Coulson, C. H.  
Day, W. E.  
Day, H. B.  
Dean, G.  
Desallais, R.  
Douglas, Capt. & Mrs. J.  
Downing, T. C.  
Edier, Mrs. F. and inf.  
Ellis, Mr. and Mrs. A.  
Emerson, A.  
Etzel, Mr.  
Fanton, Mr. and Mrs. J. H.  
Fisher, H. G.  
Glover, C.  
Giant, A. W.  
Hall, Capt. T.  
Hammer, Thos. A.  
Hanna, W. B.  
Haughton, W. B.  
Hayton, J. D.  
Hill, L. D.  
Hooper, Mr. and Mrs. R.  
Hopkins, Dr. C. J.  
Hunter, J. W.  
Icelly, Rev. J.  
Jackman, H. T.  
Jaffi, D.  
Jordan, Mr. and Mrs. E. G.  
Littler, P. M.  
Lynch, M.  
Marston, Mr. and Mrs. L.  
Daly, Mr. and Mrs. R. F.  
Dufour, Mrs. B.  
Eggs, H. H.  
Farbes, Mrs. and child  
Featherstone, Mrs. F. R.  
Gale, Miss G.  
Haydn, P.  
Howard, E.  
Hume, R.  
Lee, G. E.  
Carter, H. B.  
Cunningham, A.  
Edwards, Mr. and Mrs. E.  
Ehrhardt, Capt.  
Hale, Mrs. M. P.  
Hawley, Miss W.  
Hawley, Miss W.  
Hawley, Mr. and Mrs. C. G.  
Hawley, Mr. and Mrs. G.  
Hollingsworth, A. H.  
Kyshe, Mr. and Mrs. J. W. Norton

## Post Office.

Burton, L. H.  
Birbeck, R. J.  
Boas, J.  
Campbell, R. E., Lieut.  
J. R.  
Daly, Mr. and Mrs. R. F.  
Dufour, Mrs. B.  
Eggs, H. H.  
Farbes, Mrs. and child  
Featherstone, Mrs. F. R.  
Gale, Miss G.  
Haydn, P.  
Howard, E.  
Hume, R.  
Lee, G. E.  
Carter, H. B.  
Cunningham, A.  
Edwards, Mr. and Mrs. E.  
Ehrhardt, Capt.  
Hale, Mrs. M. P.  
Hawley, Miss W.  
Hawley, Miss W.  
Hawley, Mr. and Mrs. C. G.  
Hawley, Mr. and Mrs. G.  
Hollingsworth, A. H.  
Kyshe, Mr. and Mrs. J. W. Norton

## Post Office.

CONNAUGHT.  
Jordan, Mr. and Mrs. E. G.  
Littler, P. M.  
Lynch, M.  
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Daly, Mr. and Mrs. R. F.  
Dufour, Mrs. B.  
Eggs, H. H.  
Farbes, Mrs. and child  
Featherstone, Mrs. F. R.  
Gale, Miss G.  
Haydn, P.  
Howard, E.  
Hume, R.  
Lee, G. E.  
Carter, H. B.  
Cunningham, A.  
Edwards, Mr. and Mrs. E.  
Ehrhardt, Capt.  
Hale, Mrs. M. P.  
Hawley, Miss W.  
Hawley, Miss W.  
Hawley, Mr. and Mrs. C. G.  
Hawley, Mr. and Mrs. G.  
Hollingsworth, A. H.  
Kyshe, Mr. and Mrs. J. W. Norton

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Macule, Ed. (Consul for Peru)  
Raiton, W. Alex.  
Reid, Arch.  
Rose, Mr. and Mrs. T. H.  
Schueloch, Ralph H.  
Stephens, Mr. J. D.  
Stevens, Mr. and Mrs. G.  
Douglas  
Hollingsworth, A. H.  
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and Mrs. J. W.  
Pierce, B. A.  
Plant, J. Shawell  
Pollock, K. C., Hon.  
H. E.  
Pratt, R. A., Major and  
Mrs. H. A.  
Reid, T. H.  
Sawyer, Capt.  
Sawyer, Mr. W. E.  
Schmidt, Dr. and Mrs.  
Scott, Charles R.  
Sinclair, A.  
Smith, Carl W.  
Spalckhaver, W. O. G.  
Thompson, Capt. N. C.  
Thomson, O. D.  
Watson, Mr. and Mrs. M. and child  
Wenborn, S. T.  
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Newell and child  
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Michael, Mr. and Mrs. S.  
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Hospital)  
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Tulloch, Capt. & Mrs.  
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McDermouth, C. H.  
Sclintzer, F. K.  
Shiba, C.  
Walters, Mrs.  
THOMAS.  
Li Man Yin, Mr.  
Roberts, Capt.  
Robertson, O. L.  
Rouge, N. E.  
Siet-Tiang Lim, Mr.  
Wheeler, Mr.  
Young, L. C.

## Post Office.

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Occidental.  
Bains, John W.  
Chandler, Lieut. F.  
Diss, George A.  
Dobrowohl, Mr.  
Donald, W. H.  
Froischer, H.  
Garstin, Capt. G.  
Macfarlane, Mr.  
Harold  
Hertel B.  
Keyl, Dr. F.  
Liddell, Mr. and Mrs.  
Lopez, Amaro  
Lumsden, R. G. A., W. F.  
Merdas, G.  
Meyers, F.  
Moss, R. A. M. C., E. P.  
and child  
Pearse, Lieut. T.  
Shepherd, E. B.  
Stephens, H.  
Wolf, Richard De

## THE SHARE MARKET.

STOCKS.	PAID UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation.	\$ 125	{ Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$635 s.
National Bank of China, Ltd.	\$ 8	3 1/4 = \$1.90 for 1902	\$281 b.
Do. Founders.	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of C'ton, Ltd.	\$ 100	60 per cent = \$30 per share for 1901.	\$520
China Traders' In. Co., Ltd.	\$ 25	16 1/2 = \$1 for year ended 30.4.1902.	\$614
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902.	Tls. 225 s.
Yangtze In. Association, Ltd.	\$ 60	20 = \$12 for 1901	\$135 b.
Canton In. Office, Ltd.	\$ 50	28 1/2 = \$14 per share for 1901	\$1871 sa. & b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	32 1/2 per share for 1901	\$325 sa. & b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$89 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$11 for half-year ending 30.6.1903	\$321 s.
Indo-China S. N. Co., Ltd.	\$ 10	5 1/2 = 10/- per share for 1902	\$82
China & Manila S.S. Co., Ltd.	\$ 10	10 1/2 = \$5 per share for 1900.	\$81
Douglas Steamship Co., Ltd.	\$ 50	Div. of \$3 for year ended 30.6.1903.	\$32 s.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12% for year ending 30.6.1903	\$37
"Shell" Transport & Trading Co., Ltd.	\$ 5	60 cts. = 30/403	\$161
Taku Tug & Lighter Co., Ltd.	£ 1	3rd Interim of 6d. for 1902	£1.2.6 s.
Shanghai Tug & Lighter Co., Ltd.	Tls. 50	Interim of 2% for 1903	Tls. 38 b.
Do. Preference.	Tls. 50	Interim of 4% = Tls. 2.00	Tls. 58
Do.	Tls. 50	Interim of 3 1/2% = Tls. 1.75	Tls. 501
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$19
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$108
Perak Sugar Cultivation Co., Ltd.	Tls. 50	Fin. of 7% for year ending 30.6.02	Tls. 60
MINING.			
Panjin Mining Co., Ltd.	\$ 11	None	\$11
Société Française des Charbonnages du Tonkin	Fr. 150	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	£0.18.10	No. 12 of 1/- per share 28.1.01	\$81 s.
Chinese Engineering & Mining Co., Ltd.	£ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50 sa.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 1/2 = \$6 for 3 year 30.6.03	\$206 s.
S. C. Farham, Boyd & Co., Ltd.	Tls. 100	Final of Tls. 8 making Tls. 1 for year ending 30.4.03	Tls. 136 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 50	Interim of \$2 1/2 for 1903	\$87 b.
New Amoy Dock Co., Ltd.	\$ 61	\$2 1/2 for 1902	\$371
Shanghai & Hongkong Wharf & Godown Co., Ltd.	Tls. 100	Interim of Tls. 5 for 1903	Tls. 212 b.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8% = 80 cents per share for 1902	\$91
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$153 s.
Kiloon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 sa.
West Point Building Co., Ltd.	\$ 50	Interim of \$14 for 1903	\$50 sa.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 4-year 1903	\$147 b.
Oriental Hotel Co., Ltd. (Manila)	\$ 50	8% = \$4 for 4-year ending 31.12.1900	\$58
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	24% for year ending 30.6.03	\$281 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	Tls. 25	6% for year ending 31.3.03	Tls. 15 sa.
Queen's Hotel (Wei-hai-wei)	Tls. 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$104 b.
Shai Land Investment Co., Ltd.	Tls. 50	Interim of 6% for 1903	Tls. 105 b.
COTTON MILLS.			
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$144 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	Tls. 50	3% for period ended 31.10.97	Tls. 30 sa.
International Cotton Manufacturing Co., Ltd.	Tls. 100	Interim of 3% on account of 1898	Tls. 40 s.
Lao-king-mow Cotton Spinning & Weaving Co., Ltd.	Tls. 100	Interim div. of 4% on acct. of 1898	Tls. 35 sa.
Soy Chee Cotton Spinning Co., Ltd.	Tls. 500	4% for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25% for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai - Sumatra Tobacco Co., Ltd.	Tls. 20	Interim of Tls. 3 per share	Tls. 52 s.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12% = \$1.20 per share for 1902	\$221 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$91 s.
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5% for 1902	\$144 b.
Watkins, Ltd.	\$ 10	\$1 per share for 1902	\$8 b.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$121
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	\$ 10	10% div. and 1% bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$471
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$250 s.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.11.1902	\$320 s.
Dairy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$12 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent. = \$2 for 1901	\$40
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$40 s.
Bell's Asbestos Eastern Agency, Ltd.	£0.12.6		\$51 s.
United Asbestos Oriental Agency, Ltd.	\$ 4	90 cents } for year ending 31.5.03..	\$9 b.
Do. Founders.	\$ 10	\$29.70 }	\$700 b.
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6%	\$152 b.
China Light & Power Co., Ltd.	\$ 20	None	\$5 b.
Robinson Piano Co., Ltd.	\$ 50	5% = \$2 1/2 for half-year 1901	\$100
Manila Investment Co., Ltd.	\$ 10	None	\$15 b.
William Powell, Ltd.	\$ 10	\$1 for Interim ended 30.6.1903	\$81 s.
Maa-tschang-jin Min. Borch en Landbouw exploitatie in Langkat, Limited	Gulden 100	{ 4th Interim Dividend of Tls. 7 1/2 paid 15.9.1903	£14.721 sa.
Shanghai & Hongkong Dyeing and Cleaning Co., Ltd.	\$ 50	First year	\$50
Telegraphic Address—"Rialto."			BENJAMIN, KELLY & POTTS,
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September 25th.



# The Hongkong Telegraph.

## MAIL SUPPLEMENT.

(ESTABLISHED 1881.)

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Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

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#### BIRTHS.

On the 27th of August, at London Mission, Peking, the wife of the Rev. T. J. GWARD-SMITH, of a daughter.

On the 28th September, at 6 a.m., at the Government Civil Hospital, the wife of JAS. LOCKHEAD, of a son. [1178e]

#### MARRIAGE.

On the 21st September, at Shanghai, W. KELLY, M.D., and Miss G. N. Hill, both of Changch, Hunan.

#### DEATHS.

At Vancouver, B.C., on the 29th of July, JAMES BECHER, for many years, Foreman Carpenter with S. C. Farham, Boyd & Co., Ltd.

On the 21st September, at No. 14, Kwan-ming Road, Shanghai, JOHN FLOOD, aged 71 years.

On the 21st September, at No. 9, Markham Road, Shanghai, WALTER PARRATT STANDING, infant child of T. Arthur and Hilda J. A. Standing, aged 13 months.

### The Hongkong Telegraph

MAIL SUPPLEMENT.

ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, OCTOBER 3, 1903.

### A VIOLATION OF BRITISH TERRITORY.

(26th September.)

We consider it our duty to call the attention of the Government to a recent and flagrant violation of British law by certain emissaries of the Chinese authorities in

Canton. We deem it of greater utility to give the bare facts of the case, which in themselves are of sufficient eloquence, rather than enlarge on our indignation at this last proof of the treacherous machinations of the authorities in the southern capital. In a recent issue we drew attention to an abortive attempt on the part of a revolutionary organisation in Kwangtung to create a rising in Canton in the hope of capturing that city. Information now reaches us that Yeung Ah Pak, one of the alleged conspirators in this projected insurrection and a friend and associate of that famous reformer, Dr. Sun Yet Sen, who had succeeded in obtaining refuge in the New Territory, was recently decoyed over our borders into China, by the crapulous hirlings of certain mandarins in Canton; and this unfortunate now lies, awaiting decapitation, in one of the prisons of that city. The details which reach us concerning this dastardly outrage are explicit though brief, and come from a source which leaves little doubt as to their exactitude. This abduction was carried out with the usual subtlety that characterises the methods of the native spies and emissaries sent over to this colony by the Chinese officials, and concerning whose action we published last week a letter of warning. It seems, from the information received, that, on the 14th inst., Yeung Ah Pak was enticed as far as the Taishan Customs house, where he was set upon, trapped and placed aboard the steam launch *Tak Tai*, which was towing a salt-petre junk from Hongkong to Canton, and had put in at the station for the usual examination; a special launch which had been chartered not having arrived. On reaching Canton the captive was taken before the magistrates for examination which, it may be presumed, was conducted with the aid of that cruelty usually associated with Chinese judicial methods. With the help of information thus extracted from the sufferer the local magistrates succeeded in effecting the arrest, in Canton, on the 17th, of three more of the conspirators. The abduction of Yeung Ah Pak constitutes a veritable outrage to one of the proudest of our traditions, viz.—The security of political refugees under the British flag; and we trust that the Government will see good to investigate this affair and make every endeavour to rid us, once and for all, of the numerous secret agents in the pay of the Chinese officials, now over-running the Colony.

### THE OUTLOOK IN FRENCH INDO-CHINA.

(28th September.)

In an opening speech delivered a few days ago before the *Conseil Supérieur* in Saigon, M. Beau, Governor-General of the colony, gave an exhaustive and most interesting review of the political and fiscal condition of France's immense possessions in the East. He opened his address by calling attention to the critical situation of the finances of the colony at the outset of his administration, which was due to an error on the part of his predecessor, M. Doumer, in establishing the budget for 1902 at the rate of 2 fcs. 40 to the piastre. The subsequent depreciation of silver reduced the value of this coin to 2 francs and, in consequence, the colony was menaced with a prospective deficit, which, had the low rate of exchange continued, would have amounted to one-sixth of the total of the budget itself. However, within the last few months the outlook has brightened considerably owing to the unexpected rise in silver. Thanks to the increase of receipts through the main sources of revenue the accounts for 1902 now show a surplus of \$929,000. M. Beau informed his hearers that further improvements in revenue were to be expected owing to a more rigorous application of excise measures with regard to the government monopoly of opium, and also to the fact that the selling price of the drug has been raised considerably. It is worthy of remark that the Governor-General waxed eloquent on the immense importance he attaches to the better development of the agricultural resources of the colony. To that end, he declared, the government had decided to devote a sum of \$25,000 for establishing a college in the colony, at which the pioneer colonists could obtain, free of all charge, practical knowledge in tropical cultivation. M. Beau stated that a preliminary sum of \$50,000 would be employed in erecting a dam on the Song-Thuong river, by means of which a large plain near Kep, of some 15,000 acres, would become fit for cultivation, and that this was but a beginning of a series of similar works of public utility undertaken by the government. He also declared that the soil was very favourable to the cultivation of the cotton plant, and

though its production had increased with large strides, there was room for great improvement in that respect since no less than 155,655 tons of Indian and Japanese fibre had, according to the last annual returns, been imported into the country. He also cited other products which it was expected could be made to thrive with State aid, such as silk, cotton, ramie, jute, sugar and copra. The Governor acknowledged that the principal obstacle in the way of planters in Indo-China was the scarcity of good agricultural labour, notwithstanding that some parts of the country are overpopulated and that China, that great coolie-market, is so close at hand. Referring to the prejudice existing amongst French colonists against employing Chinese, he stated that the drawbacks mentioned would most surely be outweighed by the advantages which would accrue to the colony, by reason of the keen commercial instinct of the Celestials. He declared that he admires still more their good qualities as cultivators of the soil and seeks to encourage the immigration of Chinese cultivators by lessening the burden of taxation on them, and by giving facilities for settling them upon the land, especially in Lower Tonquin where cultivators are badly wanted. He has drawn up schemes for filling up with Chinese, the waste lands of Annam, Cambodia, and Laos, since the natives of those districts are of little value as labourers. The Governor-General intends to frame laws punishing with great severity malingering, breach of contracts, and desertion. M. Beau informed his hearers that measures were being taken by the government to increase the revenues obtained from the forest-lands, to check usury and to set on foot loan banks with the aid of financiers in the metropolis. The Governor-General made several statements concerning the numerous public works in hand, or projected, the most important being the building of the Tonquin-Yunnan railway, the construction of good roads in Laos as a means of penetration to the immense mineral wealth which exists there, and the execution of important harbour work in Saigon and Haiphong and the establishing of new ports on the coast of Annam with a view to profit the export trade there. Speaking of Saigon, the Governor-General congratulated the Messageries Maritimes Company on its activity, and hoped that it would continue, in the same direction, when the harbour improvements there once take effect. A direct steamer line from Saigon to Java would then become possible. M. Beau is bringing forward schemes for subsidising steamer lines to ply regularly, and in addition to the M. M. boats, between Saigon and China. Trade, he declared, had greatly increased during the past year and the port returns showed an augmentation in tonnage of 96,701 tons. Cables and telegraph lines are to receive the attention of the authorities, the present system will be considerably extended and a new method of instructing public servants in a better knowledge of native language and customs is to be adopted. The Governor-General enlarged on the peace, order and progress manifested by the colony and terminated his discourse by announcing that the defences of Indo-China both by land and sea were to be strongly reinforced in the near future. We need hardly mention that, like all official statements of such nature, this eloquent and elaborate discourse must be digested *cum grano et salis*.

### A ROYAL BIRTHDAY.

Our recent alliance with Portugal whereby the harbours and territories of the Iberian Peninsula are made secure against falling under the influence of any contingently hostile Powers, brings more into prominence the rulers of that country whose birthdays are being celebrated to-day; and had it not been for the unfortunate indisposition of Conselheiro Senhor A. C. Romano, Consul-General for Portugal, the occasion would have been honoured in the Colony by the usual function at Arbuthnot Road. It was just forty years ago that King Carlos I. was born near Laibach, a small town in the Austrian province of Illyria, and, singularly enough, the same day, Amelia, who was afterwards to be his wife, was brought into the world. Brave and energetic as a soldier, and merciful as a man, King Carlos of Portugal and the Algarves has gained in an extraordinary degree the affection of those who come into contact with him; while in his wife, a descendant of one of the oldest families in Europe, tracing their descent back to Boadicea of England, His Most Faithful Majesty has a companion ever ready to take up her share of the Imperial burden and help as much as in her lies, her husband in governing the fourth colonial power of the world.

### THE DETECTION OF CRIME.

(29th September.)

In view of the recent marked increase of crimes of a serious nature, and in relation to the question to be asked by the hon. the representative of the Chamber of Commerce at the meeting of the Legislative Council on Thursday, the inhabitants of the colony will await with some anxiety the explanation which we trust will be tendered by the Colonial Secretary on behalf of the government. In a colony like Hongkong, which is within easy and cheap access of the most populous city in South China, the suppression and detection of crime will always be a matter requiring the most careful attention of the authorities. The ranks of local criminals are continually being swelled by enterprising desperados from Canton, who have seen good to pay us a short, but generally profitable, visit; and there can be little doubt that a very large percentage of the more serious crimes, chronicled so often of late, have been the handiwork of some of these desperate characters from the southern capital. The capture of criminals who are residents of this city is an easy task when compared to the discovery of the whereabouts of these felons who flit to and fro, with comparative impunity, between Canton and this colony and who, on the first sign of danger or after a successful operation, can easily find a secure refuge in the crowded intricacy of the slums of that city. It requires but small thought to realise the enormous difficulties encountered by our police in bringing home crime to culprits of so evasive a class; and success in such cases must depend entirely upon the adequacy and excellence of the Detective Branch of the police force. From the increase in serious crime which has taken place during the last few months, one is tempted to believe in the possible existence of some defect in the organisation of this useful branch of the service, though whether it is due to numerical weakness, or to the use of insufficient and antiquated methods we must await the reply of the Colonial Secretary before coming to conclusions in the matter; but whatever may be the original causes for the wave of criminality which now overruns Hongkong it is doubtless the desire of the majority of its population that the authorities should spare no effort to ameliorate the security of our citizens and their property.

### DIVERTING TRADE.

We have frequently alluded to the great depression characterising the import trade in the North, and more especially in Shantung province, and, on the 23rd inst., printed a letter from our Tientsin correspondent stating that the main reason for the stagnation had been ascertained. It seems that merchandise arrives at Chifoo and is there transhipped into coasting junks and imported at a small native shipping port south-west of Taku, for conveyance inland by road and waterway direct to the consignees. We pointed out that the Shansi bankers have opened a bank near this place in a big town called Yen-shan-hsien, in order to facilitate this new route, and as that could not be done without the knowledge of the local authorities it points very strongly to Government connivance. It appears that the object in thus diverting the trade is to avoid payments at the enormous number of likin stations established by the local Government around Tientsin and which, coming on top of the Maritime Customs dues, the River Improvement dues, and the Chow Kwan or native Customs, are almost too much to bear. The import duty is 5 per cent., Chow Kwan 2 per cent., and the likin 1½ per cent. It is estimated that goods imported by this route save 3½ per cent and, according to our correspondent, hundreds of thousands of taels worth are in this way being diverted from Tientsin's trade, and the authorities are supposed to be losing some Tls. 80,000 a month in dues in consequence. The matter is fully dealt with in the *P. & F. Times* of the 15th and 17th inst., from which we also learn that there are four places in all along the Pechili Gulf coast where landing can be effected without the knowledge of the Chifoo Customs, Hotatoyeh, two others, and the small shipping port Chikow mentioned previously, which is only about 18 miles south-west of Taku by water. Import cargo in considerable quantities is being landed at these places, the junks, for precaution's sake against pirates, and also to facilitate speed, being towed along the coast by steam tugs, largely Japanese-owned. Indeed, according to our northern contemporary, there seems reason to believe that Japanese traders are largely concerned in this new departure, as not only are many of the

steam tugs Japanese-owned, but the number of Japanese hongs in Chifoo has recently greatly increased. But we gather that the matter is not going to be allowed to remain in its present unsatisfactory state, as our Tientsin correspondent writes that steps are being taken to ascertain the precise amount of trade going by this irregular channel. It has been shown that the goods can be put off at Chifoo and landed on the coast absolutely duty free, but as to the amount of cargo being so landed no satisfactory evidence is forthcoming. The Customs authorities have apparently known all about the matter for some months past and some time ago they sent a special representative down to the coast investigating. But for some inexplicable reason an impression appears to prevail that nothing can be done to stop it. Many maintain that the amount involved is not large enough to matter, but this is not at all assured. Meanwhile the listless inertia resultant on dull trade pervades everything.

### THE VEXATION TO SHIPPING.

(30th September.)

At half-past seven yesterday morning the red south cone was hoisted at the usual stations to notify the shipping that a typhoon was over three hundred miles away from the colony. With an alacrity surpassing the expedition usually associated with smaller craft, junks and sampans let go their moorings and hastened away to Causeway Bay to take shelter from a possible blow. We referred to the vexation thus caused to shipping some time ago, when we felt it incumbent upon ourselves to draw attention to the many complaints which had come to our knowledge regarding the great inconvenience, and loss of time and money caused to local firms by junks and sampans stopping work alongside ships, and setting sail the moment a typhoon signal was run up. Quite a number of typhoons have been notified during the past few weeks, and only two have approached within the 300-mile radius; but long before there were the least possible indications of any strong blow, the harbour has been entirely deserted by small craft so indispensable in the loading and unloading of steamers, whose enforced delay is a matter of no small importance to owners, officers and passengers. But apart from this, when the junks and sampans sneak out from a spell of idleness in Causeway Bay, many of them are impudent enough to demand exorbitant rates for lighterage consequent upon the loss of money entailed by their voluntary cessation from work, and, as most of the shipping in port is strictly bound to depart on schedule time, the squeeze has to be satisfied before the discharging or loading of vessels can proceed. As we have pointed out on several occasions, the Government has decided to introduce the flag system, as at present in vogue at Shanghai, for the information of the shipping fraternity, without, however, doing away with the present drum, ball and cone signals, which are believed to be much better and safer besides being more familiar to the local junk population. One would almost have imagined that familiarity would have bred contempt, especially considering the great percentage of signalled typhoons which never touch the outskirts of the Colony or approach within hundreds of miles of it; but the experience of many years would seem to indicate that 'old custom' must prevail so long as our present methods of notifying heavy weather is allowed to remain. It will be a matter of many months before the natives can be made to understand the flag system, and it is to be doubted if, when they are well acquainted with those signals, they will forego the old fashioned symbols which they have become accustomed to obey, so implicitly ever since they were first run up at the various stations in the harbour. Meanwhile, we cannot impress too strongly upon Government the necessity of reconsidering the system of signalling typhoons, especially to the innumerable small craft swarming on the waters of the colony, and would suggest that the difficulty be met by hoisting a signal in addition to the present symbols, indicating that sampans and junks should seek shelter without delay. It is incumbent upon the authorities that some preventive measures be taken so that every facility is afforded to our vast and ever increasing shipping trade in the matter of lighterage. The question is not beset with many difficulties, and, judging from the effective manner with which the Government dealt with the recent strike of ricksha coolies, the task of placing a better control upon the crews of the smaller craft in port should be easy of accomplishment. The natives cannot be blamed for seeking shelter when danger is imminent, but they need not

take alarm at the first hoisting of the red signals to hurry away from the harbour and are certainly at fault in demanding extra money when they return to work after their self-imposed confinement. The best solution of the problem would be to give them warning by distinctive signal that they should move into shelter and not before this particular signal has been hoisted, must they abandon work, and thus save loss of time and a subsequent squeeze.

### THE RIVER TRADE.

(1st October.)

The disadvantages under which small ships of British ownership trading to Canton and the West River ports labour, by reason of certain provisions of the Merchant Shipping Consolidation Ordinance, have formed the subject of repeated representations to Government. It is a notorious fact that vessels of British registry plying between Hongkong and places on the Canton river, from the necessity of complying with the requirements of section 4 of the local Shipping Ordinance, are handicapped to an extent which practically give their foreign competitors in business a decided advantage over them. The number of officers required on British river steamers of small tonnage is far in excess of practical requirements. Moreover, vessels employed on the same trade and flying any other than the British flag are not under the same obligations, and by not being compelled to carry the same number of certificated officers are obviously at an advantage in so far as the running expenses of the vessels are concerned. In these days of active competition, when freights and passenger rates are cut down to such a fine point, it is easily realisable how unfair it is to British shipowners, who are in reality the pioneers of the trade, that they should be penalized in favour of foreigners who, taking advantage of the hospitality accorded them in the Colony and the freedom of the port, should operate their vessels to the detriment of our own. None too soon has the Legislature recognized the necessity of remedying this anomalous state of affairs before the trade, created by the enterprise and capital of Britishers, is irretrievably lost owing to defective legislation. The draft Ordinance introduced by the Attorney-General this afternoon, at the meeting of the Legislative Council, cannot but be regarded as a right step in the proper direction. It has passed the first reading, and it may be taken for granted that it will be taken through the remaining stages without opposition. Indeed, a measure like that under discussion has already been too long delayed, and it cannot but be regarded in the most favourable light by the interests which it favourably affects. The amendment of the principal Ordinance (No. 36 of 1899) is effected by section 2 of 'The Small Ships Exemption Ordinance, 1903, this being the short title of the Bill. That section reads as follows: "The provisions of section 4 of Ordinance No. 36 of 1899 with regard to the officers required to be provided under that section by ships leaving any port of the Colony, shall not be compulsory in the case of any British or Colonial ship not exceeding 300 tons regularly plying between the Colony and any places on the Canton or West River, or any river in the interior of Kwangtung Province, or between the Colony and Macao, and not carrying more than twelve passengers, and every such ship shall, if provided with a duly certificated Master, be deemed to comply with the requirements of the said section: Provided that this Ordinance shall not apply to any such ship if she ceases to so regularly ply as aforesaid." A saving clause is appended to the new Bill. Under that section the Ordinance shall not come into operation until the Governor notifies that it is His Majesty's pleasure not to disallow the same, and thereafter it shall come into operation on the day of such notification by the Governor. It is a fair assumption that once passed by the Council, the Secretary of State for the Colonies will not exercise the prerogative of advising His Majesty to disallow a measure so essential to protect British interests, in so far as the growing trade between the Colony and the riverine ports of South China and Macao is concerned.

### THE CANTON-HANKOW RAILWAY.

It will doubtless be cause of satisfaction to many in the Colony to learn that tenders have been requested for the furnishing of materials, and the construction of a passenger depot at Fat Shan, for the Imperial Chinese Railway Administration. This would tend to prove that the schemes for supplying Southern China with an adequate system of railways are on the way to realisation. The



prospects of future commercial developments resulting from the same, in the profits of which our own colony is assured of an important share, are reasons for us to express our sincerest wishes for the speedy termination of this enterprise.

### THE GERMAN LANGUAGE IN CHINA.

(2nd October.)

We Britons have become so accustomed to express our astonishment and admiration at the rapid progress made by German commerce and influence during the last decade in the Far East, that the adverse criticism of a Teuton correspondent, who writes from Shanghai to the *National Zeitung*, comes to us as a surprise. The writer heaps reproach upon the head of his compatriots because, although the Chinese authorities have been trying for a long time to get German pedagogues to come out and instill the precepts of "Western Civilisation" into their people, nobody—or scarcely anybody—from the Fatherland has responded to the appeal. He says: "Germany's economical struggles in China can but be benefited from a practical point of view if the Chinaman can speak German. But there is an almost complete absence of suitable German instructors in China. Now Germany's rivals—above all England, America, Japan and France—naturally take very good care that everything German should be kept in the back ground. In Chinese educated circles English is nowadays the only foreign language of which they have any notion; in certain parts of North China they speak a little French too. The immense progress made by the aforementioned countries is practically due to this." Here the lamentations of the winter take a despairing and pathetic turn; for he declares—"This is a very dangerous state of affairs for us Germans, for, as compared with our rivals, we take a back seat." He also states that the situation is heart-rending for the Chinaman too, for "they feel that they want to open up a way for introducing the German language and German ways and habits into their country." This is somewhat startling and the idea that the Chinese are burning with desire to converse in the language of Goethe is new to us; however this may be the case, but we think that the writer's complaints with reference to the "back seat" are somewhat unnecessary, since it was evident that Germany's place was to the fore during the negotiations concerning the evacuation of Shanghai in October and November last year. The writer fulminates against the German missionaries in South China, who, he declares, neglect to further by their teachings the commercial aspirations of their countrymen. He is, however, loud in the praise of those in Tsingtau where "both Evangelicals and Catholics are working with a definite aim in the interests of Germany; and in this respect full confidence can be placed in them." It would be difficult to imagine a more outspoken admission to the effect that certain of the German Missionaries are doing their utmost to secure a material conquest of the Chinese, and this frank declaration certainly indicates that the up-to-date Teuton merchant makes use of every possible method which may help to further his interests, and British business men might do well to keep this in mind. With reference to the small progress made by the German language in China and to the widespread knowledge of English, it might be reasonably suggested that this is owing largely to the greater facilities of pronunciation and grammar which are offered by the latter.

### THE INDIAN PRESS.

(3rd October.)

At a time when the editors of the *Supra* and other Chinese reformers are hunted like wild beasts by the emissaries of the Empress Dowager throughout the length and breadth of the Empire, it may not be amiss to call to question certain utterances appearing in a Bombay weekly native paper which furnish a sample of the vapourings and virulence of some of the Congress newspapers of India and the length to which they will go in criticising and censuring British Authorities. In 1857 the Government had to deal with dense masses of ignorant fanatics, an easy prey to false, but fatal misrepresentations. To-day it has to deal with quite a distinct sort of fanaticism, the outcome of English Education and the sour, fruits of half-knowledge, and not the less liable to be anxiously watched on that account. Fortunately, the movement is confined to an infinitesimal small clique of noisy educated enthusiasts who style themselves the patriots of India and talk glibly of "India for the Indians," and of whose existence the teeming millions are in blissful ignorance. Of course, the Indian people have their grievances as the Argyleshire Cottars have theirs, which require to be carefully and judiciously laid before and brought to the knowledge of the authorities for gradual redress. But these self-styled patriots by their immoderate writings and speeches invariably set the rulers and the ruled by the ears and actually been considered bodies which, to say

the least, are unfriendly to the Government and injurious to the public interest at large. Now let us for a moment glance at the constitution and working of these patriots. The Congress styled the Indian National Congress, as if India contained a single nation with distinct aims, objects and ambition, instead of being composed of a mixture of sects, castes, races and creeds, quite divergent in views and sentiments from each other and in which the Hindu and Mussalman elements preponderate. And there is no love lost between these peoples. Hitherto they have been kept down from occasionally flying at each other's throat merely by the strong hand of the English. They still hate each other enough to like a street fight when their festival and procession get jammed at a narrow corner and neither party will give way. There is a witty saying amongst the Anglo-Indians that in the event of the English leaving the shores of India bag and baggage myriads of telegrams would be waiting them at Aden from the people imploring and beseeching them to return post-haste. And by the time the English resumed the reins of Government, Shivjee and Mowlabux would have, between them, transformed the whole country into a veritable pandemonium where the

Good old rule, most excellent plan,  
Of those who take who have the power,  
And those who keep who can,  
Would have been the fundamental principle of their constitution. And what would have become of our friend the ubiquitous and obstreperous Parsi? Under Hindu rule he would have reverted to his original trade of liquor and egg seller and toddy-drawer and our kind friend and neighbour the Mahomedan would have given him the option of adopting his belief or of losing his head. To go no further we have to look at the present wretched and miserable condition of about 2,000 families of their co-religionists who still linger in Kerman, Teheran, Shiraz and some of the large cities of Persia.

### TELEGRAMS.

#### "HONGKONG TELEGRAPH" SERVICE.

Viceroy Tsien Chun-hsuen.

(From Our Correspondent.)

CANTON, 26th September.  
H.E. Tsien Chun-hsuen, Viceroy of Kwangsi and Kwangtung provinces, is expected to arrive here on Monday. It is understood there will be no welcome whatsoever, H.E.'s arrival being devoid of any ceremony. He will proceed at once to his Yamen.

#### Canton Viceroy Arrives

(From Our Correspondent.)

CANTON, Sept. 28th, 3 40 p.m.

H.E. Viceroy Tsien Chun-hsuen, of the Two Kwang, arrived here from Kwangsi at ten o'clock this morning.

#### YACHTING IN HONGKONG.

It was satisfactory to learn at the annual meeting of the Royal Hongkong Yacht Club last evening, that subscriptions have been increasing and that the Club appears to be in a sound financial position. New craft are being built and the coming season should provide some interesting sport in the championship class. The Hon. F. H. May, who presided, referred to a yacht designed by Colonel Brown, which was to be launched on Tuesday, and would endeavour to wrest the laurel-wreath from the crack designer Payne of Southampton. Mr. C. A. Tomes was also building to the design of Mr. Payne, who had been so successful in Hongkong waters. In submitting the accounts, the Hon. Treasurer, Mr. John Hastings, mentioned that the year opened with a balance of \$700 and closed with \$134. The accounts were passed. It was decided to start the season with the Ladies' Race on Saturday, 31st October and the first Club race on 1st November and the other dates fixed were 15th and 29th November, 5th and 20th December, 10th and 24th January, 7th and 21st February, 7th and 21st March and 10th April. Some discussion ensued regarding the question of Sunday sailing, the Hon. Pollock proposing that the races be sailed on the Saturdays preceding the Sundays mentioned in the programme. Capt. Crichton seconded the motion, and the Chairman supported it remarking that he did not see any harm in going out for a quiet sail on the Sabbath, but he thought the Club should not race on Sundays for the same reason that they did not hold a race meeting or a polo tournament or a cricket match on Sundays. Mr. Bide was opposed to it, and though he preferred to race on Saturdays thought it was in the best interests of the Club to have the races on Sundays. It appeared to Mr. A. H. Ough that they got better wind on Saturdays (laughter) and though he was a keen supporter of racing on both days, family men liked to spend Saturday with their own people. After further discussion regarding the hour of commencing races the Hon. Pollock added to his proposal that the starting time be 2.10, 2.20 and 2.30 p.m., but the resolution for racing on Saturdays was ultimately lost.

Replying to a question by Col. Brown regarding the Yacht Club house, the Chairman said there was a sub-committee appointed by the joint committees of the Yacht Club and of the Boat Club to investigate the matter, and they were to report to the joint committees, whereupon the joint committees would report to the general meeting of their respective Clubs. It was agreed that the marking in the one-design boat races be 6, 4, 3, 2 and 1 when five boats started; and 5, 3, 2 and 1 when four boats started, and so on.

The following officers were elected: Commodore, Hon. F. H. May; Vice-Commodore, Commodore Robinson; Hon. Secretary, Mr.

P. H. Campbell, Esq.; Hon. Treasurer, Mr. J. Hastings; Official Measurer, Mr. A. Denison; Committee: Messrs. Slade, Bird and Pollock; Col. Brown and Mr. C. A. Tomes; Deputy Measurers, Messrs. P. H. Campbell and H. P. Tooker.

### HONGKONG FOOTBALL CLUB.

The Hon. M. Atkinson presided at the annual meeting of the Hongkong Football Club, which was held in the Cricket Pavilion on 25th ult.

In proposing the adoption of the report and accounts, he remarked that they might congratulate themselves as a club on their financial condition, and, judging by the balance sheet Mr. Sandford had proved a very able and energetic treasurer. The balance carried forward last year was \$219 while this year it had risen to \$271. Turning to the matches played, he said the Rugby record was excellent, only two games having been lost out of fourteen played. In the Association Shield competitions the club was unfortunate in having to meet the winners in the first round, but he hoped that during the coming season they would be able to secure the trophy. So many matches were now played in both sections of the game that before long the question of securing a second ground would have to be considered, so that both Rugby and "Soccer" could be played on the same afternoon. He proceeded to refer to the retirement of Mr. Browne from the post of Secretary. Mr. Browne said he felt it incumbent on him to retire, but he had acted as Secretary for nine years, and they could not do without a better one (Applause). It would be advisable to retain Mr. Browne in the Committee, if possible.

Mr. P. Goldring seconded, and the motion was carried.

#### OFFICERS.

The following officers were then elected: President: The Hon. Dr. J. M. Atkinson; Captain of the Rugby team, Mr. H. C. Sandford; Captain of the Association team, Mr. J. W. C. Bonnar; Treasurer, Mr. O. J. Barnes; Secretary, Mr. E. D. C. Wolfe; Committee: Messrs. Goldring, Browne, G. B. Macdonald, R. A. R. Lowe, C. T. Kew, and J. Danby.

After discussion regarding the playing of "non-descript matches" on Sundays, which the Committee decided to consider, the proceedings terminated with a vote of thanks to the Chairman.

### HONGKONG CRICKET CLUB.

#### ANNUAL MEETING.

Speaking at the annual meeting of the Hongkong Cricket Club on Monday, Mr. E. W. Mitchell, President, said that the team for Shanghai would leave on the 7th inst., and taking them all round they were a good level lot and should give a good account of themselves up North, but whether they won or whether they lost he was sure they would prove themselves worthy representatives of the H.K.C.C. He also referred to the finances of the club which started the year with a credit balance of \$1,375 and closed with a cash balance of \$3,428 with \$58 yet to be collected. He subsequently proposed the adoption of the report and accounts.

Mr. Cooper seconded and the motion was carried.

#### OFFICERS.

Mr. E. W. Mitchell was re-elected President, and the following officers were appointed to fill the vacancies on the Committee: Messrs. R. Hancock, F. Maitland, R. W. Goldring, Lt. Rimington, S. F. L. Salford, R. N. Messrs. H. Arthur, J. T. Dixon and A. Mackenzie.

The Chairman announced that the ground would be opened to members on 5th October, and to play the usual match, 1st XI. v. All-comers, on the following Saturday. A match would be played on Saturday next, between the team for Shanghai and the best eleven that could be raised against them.

#### THE PAVILION SCHEME.

In referring to this scheme, which has already been given at length in our columns, the Chairman mentioned that it was not a committee scheme altogether, but had been put forward just to see what the members thought about it. To repair the existing building would cost \$5,000.

Mr. W. B. Dixon thought that in the plans of the proposed new pavilion the lavatories, etc., seemed to take up too large a space, and the score arrangements were capable of improvement.

Mr. P. W. Goldring was very much opposed to the scheme, and thought the Club could not afford to spend \$30,000 on a pavilion or anything else. He suggested that the present pavilion be repaired or another pavilion built, at an expenditure not to exceed \$5,000 or \$7,000.

Mr. E. H. Hinds also doubted whether the Club would be able to pay the interest on the proposed issue of debentures.

Mr. R. K. Leigh, while agreeing that Mr. Ram had given them a very pretty design of a pavilion, was of opinion that a suitable building could be provided for \$20,000. The dressing rooms should be on the ground floor, and there should be a separate staircase leading to the roof, which should be flat for the convenience of spectators viewing the matches, and which should be provided with a verandah and protected from the weather.

His Honour A. G. Wise suggested that the matter should be referred to the committee in order to see if the money could be raised at all on the debentures. He very much doubted whether they would ever get \$25,000 or \$30,000.

The Chairman said he thought Mr. Justice Wise's suggestion a good one, and that the matter should be referred to the committee.

His Honour A. G. Wise—What is the security you offer?

The Chairman—None whatever.

Mr. Goldring then moved that the matter be referred to the committee for them to consider ways and means and the three alternatives: (a) that we shall carry out the plan as submitted in the paper sent to members, that a new pavilion shall be erected in the N.W. corner of the grounds, and that the present pavilion shall be repaired; (b) that the committee shall invite tenders for which of these three schemes they, after mature deliberation, consider will be most satisfactory and beneficial to the interests of the Club.

The motion was agreed to and the committee was empowered to invite such members of the Club as they thought fit to join the Committee and advise them in the matter.

This concluded the business.

### THE INTERPORT TEAM.

After the match on 26th ult. in which Hancock's XII beat Smith's XIII by 99 runs, the team to represent Hongkong in the Interport match was selected as follows:—R. Hancock (Captain), J. T. Dixon, Lt. Lumsden, R. A. W. C. D. Turner, H. Arthur, Lt. Smith, R. A. Hancock, T. E. Pearce, C. R. S. Cooper, R. E. D. Bird and A. G. Ward. A. R. Lowe and J. E. Lee will most probably accompany the team as reserves.

### CRICKET.

#### TO-DAY'S PLAY.

Another very interesting match was commenced on the Cricket ground shortly before twelve o'clock to-day when the team selected to meet Shanghai in the Interport match played a combination cap aimed by T. Sercombe Smith. Sercombe Smith's team went to the wicket first and were dismissed for 129, the highest score being by Lieut. Rimington who completed 28. The team for Shanghai opened well and at 5.15 p.m. had lost only two wickets for 143.

Scores are as follows:—

SERCOMBE SMITH'S XI.	
Sercombe Smith (Capt.) c J. T. Dixon b Lumsden	33
W. Dixon, b Bird	1
P. H. Irwin, R. N. c Arthur, b Dixon	15
F. Maitland, c Dixon, b Pearce	20
Lieut. Toulmin, R.M.L.I., c Horrocks, b Pearce	6
A. de A.C. Punnett, R.N. 1/bw, b Lumsden	9
Lieut. Rimington, S. F. c Pearce, b Cooper	28
Capt. P. G. Davies, A.O.D. c Dixon, b Lumsden	3
Capt. Riach, b Hancock	0
de Paris, R.N. b Dixon	0
J. E. Lee not out	4
Extras	10
Total	143

HANCOCK'S XI.

R. Hancock (Capt.) b Lee	28
Lieut. Smith, R.A. c Rimington, b Irwin	66
W. C. D. Turner not out	44
Extras	5
Total	143

### LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held on Thursday in the Council Chamber. Present:—His Excellency the Governor, Sir Henry A. Blake, G.C.M.G., Hon. Colonel L. F. Brown, R.E. (Officer Commanding the Garrison), Hon. F. H. May, C.M.G. (Colonial Secretary), Hon. Sir Henry Spencer Berkeley, Kt. (Attorney-General), Hon. A. M. Thomson, (Colonial Treasurer), Hon. Commander Basil Taylor, R.N. (Acting Harbour Master), Hon. W. Chatham, (Director of Public Works), Hon. Dr. J. M. Atkinson (Principal Civil Medical Officer), Hon. Sir C. P. Chater, C.M.G., Hon. Dr. Ho Kai, C.M.G., Hon. Wei Yuk, Hon. Gershom Stewart, Hon. H. E. Pollock, K.C., Mr. R. F. Johnston (Acting Clerk of Councils).

#### NEW MEMBER.

Hon. Basil Taylor took the oath on his admission to a seat in the Council, *vis* Commander Rumsey absent on leave.

#### MINUTES.

The minutes of the previous meeting were read and confirmed.

#### FINANCIAL.

The Colonial Secretary laid on the table Financial Minutes (Nos. 50 to 53) and moved that they be referred to the Finance Committee. The Colonial Treasurer seconded, and the motion was agreed to.

The Colonial Secretary laid on the table the Report of the Finance Committee (No. 3) and moved its adoption.

The Colonial Treasurer seconded, and the motion was agreed to.

#### PUBLIC WORKS.

The Director of Public Works laid on the table the reports (Nos. 6 and 7) of proceedings of the Public Works Committee at meetings held on the 10th August and 17th ult., respectively. The reports read as follows:—

#### DISINFECTING STATION AT KOWLOON.

The chairman laid before the committee a plan for a disinfecting station providing similar accommodation to the existing one in the City of Victoria, with quarters for an inspector attached to be erected at Yau-mat, and explained that the scheme was partly provided for in the current year's Estimates. The accommodation originally contemplated, however, was only a shed for the disinfecter itself and quarters for an inspector, but the Sanitary Board had since asked for an additional two-storied shed to contain stores and house the coolies employed at the station, besides offices and other accommodation. These additions brought the estimated cost of the scheme up to \$27,000.

The committee unanimously agreed to recommend that tenders be called for the entire work and that, if necessary, a supplementary vote should be taken to meet this year's expenditure.

#### CONVICT PRISON ON STONECUTTERS' ISLAND.

It was decided, in view of the absence of two members (Hons. C. W. Dickinson and R. G. Sheehan) of the committee, to defer the further consideration of the proposal to establish a Convict Prison on Stonecutters' Island.

#### BACTERIOLOGICAL INSTITUTE.

The chairman explained that, in consequence of the inability of the Public Works Department to undertake the work, the preparation of plans and estimates &c., had been placed in the hands of Messrs. Leigh & Orange, architects. Preliminary plans had at first been prepared by them for a building in accordance with the Bacteriologist's ideas, the cost of which he estimated roughly at \$60,000. After communication with Singapore and Shanghai, amended plans on a reduced scale had been prepared. He now laid the plans before the Committee; the cost of the work being estimated by the architects at \$30,000. The site was in the upper portion of Tai-pingshan Resumed Area adjoining Caine Lane.

It was unanimously agreed to recommend that the work be carried out in accordance with amended plans and estimate.

#### GUNPOWDER DEPOT ON GREEN ISLAND.

Plans which had been prepared for the construction of a new Gunpowder Depot on Green Island, in substitution for the existing depot on Stonecutters' Island, were then considered. The estimated cost of the entire work, including quarters for the staff employed in connection with the depot, the preparation of the site, &c., was \$107,000. The average revenue derived annually from the depot during the past five years had amounted to over \$21,000. After full discussion, it was unanimously agreed to recommend that the work be undertaken.

The committee also recommended, in connection with the establishment of the depot there, that restrictions be imposed with regard to landing on Green Island.

#### ESTABLISHMENT OF A CONVICT PRISON ON STONECUTTERS' ISLAND.

The proposal to construct a Convict Prison on Stonecutters' on the site to be rendered available by the transfer of the Gunpowder Depot to Green Island, was then considered. The papers which were asked for by the Committee on the 29th July had been circulated to members.

The chairman laid the plans before the committee and explained that, though it was intended only to erect two blocks of cells, capable of accommodating 216 prisoners, in the first instance, the entire site available for the Prison would be enclosed with a high boundary wall, so that future blocks of cells could be added as occasion arose without interfering with the occupation of the Prison. The estimated cost of the work now proposed was \$235,000.

Before coming to a decision on this matter the committee desired that estimates be prepared and laid before them showing the probable annual working expenses of the proposed Prison together with the new working expenses of the existing Gaol and whether any saving is anticipated in the latter item in the event of the new Prison being constructed. The committee also desired to receive a comparative statement of the estimated working expenses of a Convict Prison of equal accommodation constructed on a site on the Island of Hongkong, say, below Victoria Battery, instead of on Stonecutters'.

The reports were adopted by the whole Council.

#### STERLING SALARIES.

The Colonial Secretary laid on the table the following extracts from despatches relating to the subject of Sterling Salaries.

(Extract from the despatch of His Excellency Sir H. A. Blake to the Secretary of State for the Colonies, No. 512, of the 15th November, 1902.)

SIR,—I have the honour to acknowledge the receipt of your despatch No. 318 of the 30th of last September and to refer you in reply to paragraph 6 of my despatch of the 11th December, 1901, in which I stated that the Sterling Salaries Scheme, forwarded under cover of that despatch, was designed to include all offices which would in the ordinary course be held by Europeans appointed from home. In other words all officers entitled to draw exchange compensation.—I have, etc.

HENRY A. BLAKE.

(Extract from the Secretary of State's despatch No. 16 of 16th January, 1903, to His Excellency Sir H. A. Blake.)

It was not intended to make any such distinction in regard to the grant of Sterling Salaries, as is contemplated in your despatch No. 512, between officers of the Hongkong Service who are and those who are not entitled to exchange compensation. According to the principle laid down in the case of the Straits Settlements and the Federated Malay States, the salaries of all non-clerical posts which exceeded \$1,200 a year were to be included in the Sterling Scheme; and officers appointed after the beginning of August, 1901, to any such posts came under the Sterling Scheme, regardless of the question whether or not they would have been entitled, under the existing rules, in virtue of domicile or in other respects, to exchange compensation.—I have, etc.

#### ONSLOW.

He explained that whereas it was originally understood in the Colony the sterling salary scheme included only those officers who were in receipt of exchange compensation it had been decided that it also included non-clerical appointments the salaries of which exceeded \$1,200 per annum. Those appointments were therefore in the Estimates which were about to come up for the consideration of the Council.

#### HOUSING OF THE WORKING CLASS.

The Hon. H. E. Pollock, pursuant to notice, asked the following questions:—

1. What was the nature of the inquiries which were made by the Government for the purpose of ascertaining how many vacant stores there were in the City of Victoria and in Kowloon in July last?

#### TRAINING OF NULLAHS.

2. With reference to your answer to the 5th question which I put to you at the last meeting of the Legislative Council, is the contract which you referred to in that answer a contract for training the nullah in question right down to the non-ferrous of the bill from top to bottom? What is the contract price for that work and what is the date, which is fixed for completion, of it?

#### DETECTION OF CRIME.

3. Are any steps being taken for the improvement of the Detective Branch of the Police Force with a view to the surer detection of serious crimes?

4. What inducements are held out to Police officers for the study of the Chinese language? Are such inducements smaller than they were formerly?

The Colonial Secretary replied as follows:—

1. The Hon. District Inspector was instructed by the Acting Medical Officer of Health to prepare a return showing what houses and floors within his district were vacant, and to give as nearly as possible the number of people these houses and floors would accommodate under the provisions of Ordinance No. 1 of 1903. The numbers given in my reply to the Honourable Member's former question on this question were based on the returns so furnished by the inspectors.

2. The contract for training the nullah from Kennedy Road upwards to its upper termination. The work is being done on a schedule of prices, by measurement, as the nature of the ground rendered it practically impossible to prepare definite plans and quantities beforehand. No date of completion has been fixed in this case, but the work has been begun and it is anticipated that it will be complete in three months.

3. The extra allowances granted to Chinese detectives have recently been increased from \$2 to \$5 per month. The question of increasing the detective staff is under consideration.

4. Money allowances of \$5, \$10, and \$15 a month are made to the European, and \$1, \$2, \$3, and \$5 a month to the Indian police according to the degree of proficiency they attain in knowledge of Chinese. Knowledge of Chinese is also under the police regulations taken into account in considering promotions of both European and Indian police. Exchange compensation is paid prior to the grant of double exchange compensation paid on return allowance, drawn by Europeans. One of the conditions of the grant of double exchange compensation was that language allowance should not carry exchange compensation. Therefore, exchange compensation is no longer drawn on these allowances.

#### FLUSHING OF TANKS.

Hon. H. E. Pollock, pursuant to notice, asked the Director of Public Works:—

1. Where is the site of the large flushing tank which you referred to in your answer to my first question to you at the last meeting of the Legislative Council? What is the contract price for such tank and what is the date which is fixed for its completion?

#### OUR ROADS.

2. What materials are being used for mending the roads in:—

(a) the City of Victoria; and

(b) the Kowloon Peninsula?

Who recommended the use of such materials and for how long have such materials been in use? Is it not practicable to procure a more durable mixture for mending those roads? What officers of the Public Works Department (giving their names and official designations) are responsible for the supervision of the mending of those roads?

The Director of Public Works replied:—

1. The Hon. Member's question is in the rear of the Voluntary Headquarters. It is not desirable, for obvious reasons, to make public the amounts of such contracts, 31st November, 1903.

2. (a) Granite macadam on the high-level roads and certain portions of the high-level roads. Concrete, composed of lime, cement, broken granite and red earth or sand on the high-level roads generally. (b) Granite macadam on some of the principal roads and decomposed granite on the remainder. The use of the first

mentioned material is being extended until an attempt is made to state who recommended the use of these materials. They have probably been used since the foundation of the Colony. A more durable material than the granite macadam, which is assumed to be the material more particularly referred to, was tried by the late Director of Public Works, Mr. Ormsby, namely, granite or blue-stone. In consequence of the complaining which arose regarding the unevenness of the roads so laid and the traffic over them, the use of this material has been discontinued and much of it has been removed. I am not aware that any satisfactory paving for roads has yet been discovered, which would be suitable for local conditions and reasonably economical. Carefully selected granite macadam is, in my opinion, the best material available locally. The names and designations of officers engaged upon maintenance of roads are as follows:—Messrs. H. P. Tooker, executive engineer, E. Dougherty, overseer, A. J. Nimmo, foreman, P. Fontana, Lee Sing, Li Yuen Sing, and U. Pat, assistant foremen. There is at present a vacancy for an overseer of roads, which is being filled by the appointment of a qualified man obtained from England.

#### CITY OF VICTORIA.

The Attorney General moved the first reading of a Bill entitled "An Ordinance to define the boundaries of the City of Victoria."

The Colonial Secretary seconded, and the Bill was read a first time.

The text of the draft law is as follows:—

Whereas it is expedient to define the boundaries of the City of Victoria; Be it enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

1. This Ordinance may be cited as The City of Victoria Boundaries Ordinance, 1903.

2. From and after the passing of this Ordinance, and notwithstanding anything to the contrary contained in any Ordinance heretofore passed, wherever the expression "Victoria" or "City of Victoria" appears as the name of the said city in any Ordinance the same shall be construed to mean the area of the Colony comprised within the boundaries hereinafter set forth, that is to say:—

On the North.—The harbour.

On the West.—A line running north and south drawn through the north-west angle of Inland Lot No. 1,299 and extending southwards a distance of eight hundred and fifty feet from the aforesaid angle.



inaccurate estimate both of the resources of the country and the character of the people. It is true that the National Debt has been augmented at a great rate of late years, but the revenue has been increasing more rapidly still. In 1902, the year which this report covers, in spite of a bad grain crop and the fall in silver, the exports and imports together showed an increase of two and a quarter million pounds on the total for 1901, which was itself higher than the record of any previous year. A great part of this golden harvest is spun for the nation by the indefatigable silk-worm, an invaluable if uncomely little creature which has deserved the grateful admiration of humanity far more than all the ants that ever got into a copy book. The large export trade in raw silk finds a set-off of approximately equal bulk in the import of raw cotton. To call Japan "the England of the East" has become a platitude, but it is just when truths have become platitudes that they run most danger of being neglected. The Japanese mills take eight millions' worth of raw cotton, half of it from India, and pour the manufactured product into Korea and Japan, thus playing in their own sphere of the East exactly the same part as Lancashire in the Western Hemisphere. It should not need to be emphasised how vital it is to our own Imperial interests that close and friendly commercial relations should be maintained with a Power on whose custom a great and growing Indian industry depends so largely for the future.

The growing need of Japan for Korea as a permanent market is a strong contributory cause of the increasing interest which that distracted peninsula is assuming in the sphere of Far Eastern politics. As is pointed out today by the unknown but unusually well-informed Russian correspondents who have succeeded the expelled representative of the *Times* in St. Petersburg, the attention of Russia is being steadily drawn away from Manchuria and concentrated more closely on Korea. It is recognised by the Russians that to assert Japan's gaining a foothold upon the Asiatic mainland by any occupation of Korean territory would be to jeopardise the whole of Russian interests, both political and commercial, in the Far East to a degree which cannot be contemplated for a moment. On the other hand, Japan's commercial energies demand in Korea a permanent field of expansion, and she perfectly well recognises that her chance of securing that free market, once the ports have passed into Russian hands, would be small. Korea is marked out with unmistakable clearness as the field of that conflict which seems to be impending between the two Powers at no distant date. The Japanese Press and people are eager for forward measures, while the appointment of Admiral Alexieff has shown, on the other hand, what Russia's policy is. It does not need any very abnormal exercise of the powers of reasoning to perceive that the mind and pacific attitude which Russia is this time adopting in the Balkans is very largely due to preoccupations in a remoter and more important sphere. —*St. James's Gazette.*

#### JOURNEYING IN JAPAN

##### OFF THE BEATEN TRACK.

"Let us," said I to Slaphop, "get away as soon as we can from these Western barbarians." We were in Kyoto, the ancient capital of Japan, and Slaphop was my travelling companion—an excellent fellow, but mad on one point—quite mad on amateur photography. His life was practically the protracted development of a negative. Ah, well, it's a great thing to have some hobby. I pity the man who is interested in nothing but his daily business. I would rather have a hobby for collecting walking-sticks or stamps than no hobby at all! We were in Kyoto, and, of course, like all foreigners, we were in a foreign hotel. It is true I made my life there as un-foreign as possible. I made friends with the excellent proprietor of the Yaumi, Mr. Inoue, and got him to send me Japanese breakfasts and dinners to my place in the public dining-room; and it was funny to see the western barbarians stare as I manipulated my checkbooks, and revelled in such things as seaweed and cuttle-fish. I gave one western barbarian—a nice young English girl—who sat at an adjacent table, a bit of daikon—a kind of strong-smelling radish—as a specimen of Japanese food. She put it gingerly in her mouth, and then fell fainting on the floor.

##### WESTERN BARBARIANS.

But still, though I had these delights, it was a foreign hotel. I had to sleep on a bed, there were tables and chairs, and there were the western barbarians all around. We were in Japan to escape them and their ways, to enjoy the civilisation of the East. Therefore, I said to Slaphop, that we had better escape as soon as we could.

So we summoned a ricksha man and got into a ricksha, and were bowled through the interminable, maze streets to the station—streets where every shop is a picture of delicate colour and tasteful arrangement. We secured seats in the dining-car, for within the past three years Japan, whose railway system only began 30 years ago, has dining-cars, sleeping-cars, and every modern arrangement. Indeed, the trains are far more comfortable than English ones. There are none of the closed compartments which constitute such an inconvenience and danger here, but one can walk away the journey by walking from one end of the train to the other; and the civil little attendant in his white jacket is always busy dusting and brushing and attending to the wants of the travellers.

Our Japanese fellow-travellers take off their boots and shoes and squat on the seats. It is one of the oddest things to see a railway carriage in Japan full of solemn rows of boots and shoes of all shapes and kinds—the gaiters, or sandals, that some old-fashioned person still wears, standing by the side of a tall pair of military boots which some officer has removed, and the uncomfortable way in which they go to sleep—bolt upright, the forehead pressed against the window—so they slumber; and often you see the devoted wife gently rubbing the husband's forehead to make him doze.

With the oncoming of the summer we are at Miyajima—the mysterious, sacred spot where the temple stands out in the sea. Then in the distance loom the great torii—the transverse pieces of wood which stand at the entrance to every Shinto shrine. Why they are there and what they are derived from no one knows exactly. To my mind it is most probable that they were first put up for sacred birds to roost on—tori being a Japanese word for owl. They stand out weird and mysterious in the summer twilight, and speak of ancient things. You wander down to the sandy beach, and embark on a junk, which, with one large, flapping sail, ferries us over the lagoons to our hotel.

##### THE REAL JAPAN.

And this hotel, on the shore of the lagoons, beside the great torii, is unique. It is no compact building in European style; it is not even the ordinary Japanese house. It is just a series of chalets built here and there in a great leafy wood. We assemble at no common table; we dwell under no common roof; we each have a delicate little-wooden cottage to ourselves; where the misume (maiden) brings our meals.

Would it not be a popular thing if, at some seaside resort in Europe, the hotel proprietor fashioned his arrangements as they are fashioned at Miyajima?

And when night comes it is so pleasant to feel we are really in Japan—in our cottage in the wood there is no bedstead, no toilette, no washing-stand—none of the accompaniments of barbarism. No, when night falls, and we have clapped our hands loudly, the maiden appears, produces mattresses and rugs and a cushion from some room, and makes our bed on the floor in a corner of the room. No one who has not tried it can realise how much pleasanter it is to sleep on the floor than in a bed. I only know one arrangement that at all approaches it in pleasantness, and that is to sleep in a cupboard in a Northumbrian cottage. In the person of a truly refined tastes, a bedstead is an abomination!

And so we fall asleep in our cottage by the wood, which overhangs a murmuring stream. All night long the murmuring stream told its secrets to the whispering leaves, and the leaves told back their secrets to the stream, and both of them told some of their secrets to me. —*Echo (London).*

#### FRANCE FAVOURS GOLD STANDARD.

A Paris wire says that report of the French experts appointed to confer with the United States Monetary Exchange Commissioners has been delivered to Ambassador Porter. It contains a note from Foreign Minister Delcasse, saying France is not prepared to express definite conclusions until she has consulted with the powers. The report endorses the principle of a gold standard for China and other silver-using countries, but it points out that the plan is positive only under judicious control of the coinage by the government and the creation of an adequate gold reserve. It favours a coinage ratio for the Orient, fixing the face value of silver slightly above its bullion value, similar to the American system in the Philippines. The French Commission makes reservations upon the proposed regular purchases of silver; on the ground that it is impossible to foresee the country's need for subsidiary and colonial coinage. Semi-official advice from Russia indicates that the commission appointed by Finance Minister Witte has made a similar conclusion.

The French and Russian considered it preferable to establish uniformity in China by beginning on a silver basis and afterward raising it to a fixed gold value, than begin on a gold standard immediately.

#### WHAT RADIUM MAY DO.

The discovery of radium has brought to the scientist of to-day dreams that exceed in fantasy those of the alchemists of old. The possibilities of this wonderful element, of which at present we know so little, are almost beyond conception. Leaving the scientific and physical problems that are at present nagging at the scientific world out of the question, let us consider briefly, and in plain language, the conceivable possibilities of radium in the industrial world, and its probable effect on man. Judging from the results of the most recent investigations, we have in radium a body that is continually giving off heat, and that constantly maintains a temperature of five or six degrees Fahrenheit higher than its surroundings. Here we have a concentrated energy in the smallest possible bulk that is both lasting and constant. The practical uses of such a body in the industrial world would be illimitable, and would revolutionise all known methods of locomotion and mechanics. It is probable that a few grains might provide energy to drive our engines, motor-cars, and mechanical contrivances and carriages of every description. With a minute quantity of the element properly employed we may in future be able to heat our houses throughout, and keep them at an equable temperature. The domestic cooking would be done on radium stoves, while electric generating-stations for lighting and purposes of locomotion would be driven by the same energizing force.

The application of radium to motors would solve one of the chief difficulties of aerial flight, and, in fact, dreams beyond conception may be rapidly conjured up as to what radium may do.

The first great difficulty to solve is how to obtain this remarkable element in its pure state, for up to the present all our knowledge is derived from the effects of its salts or compounds with other bodies. The chief ore from which radium is obtained is pitchblende, but the quantity it contains is so small that only about three grains can be extracted from a ton of the mineral. Better methods of extraction are now being patiently studied by scientific investigators. But apart from the possibilities of radium from an industrial point of view, its effect on the body of man, owing to the peculiar rays it emits, is not less remarkable. These peculiar rays have recently been proved to have a very extraordinary action on diseased tissue. Already three distinct kinds of rays are distinguished, namely:—(1) Infinitely small positively charged atoms of matter, flying at great speed which can be measured, and the result seen by the bombardment on zinc sulphide screens; (2) rays which appear to correspond to the cathode rays in a Crookes tube; and (3) rays which correspond to the X-rays.

When the surface of the body is exposed to these rays a peculiar action takes place, which in healthy tissue takes the form of a burn, while in diseased tissue, as in cases of rodent ulcer and lupus, distinct beneficial effect is produced. In two cases of cancer treated in Vienna with the applications of radium, the disease is said to have disappeared, and other cases are said to be progressing favourably. In a case of lupus in Scotland, four weeks' treatment caused the disease to disappear, while in another case, more recent, of rodent ulcer, under the influence of radium the discharge soon dried up, and within a fortnight improvement was evident. But it is too soon yet to judge if these remarkable results are permanent or not.

In applying this marvellous body it seems almost incredible that it should have any action without being removed from the hermetically-sealed glass tube which contains it. Nevertheless, such is the case. There is something weird, and even awe-inspiring, in watching the action of this invisible force, which will even pass through metal over an inch thick. A tiny particle of radium-bromide weighing only the twelfth part of a grain will visibly discharge a gold-leaf electroscope when placed within a distance of six feet. Taken into a dark room, it brightly lights up the spot where it nearly touches an X-ray screen, and even when a sheet of metal over an inch thick is placed between it and the electroscope action still takes place.

Another investigator has found that if a tube containing a minute quantity of radium-bromide is wrapped in black paper and brought near the eye in a perfectly dark room, the eye seems to be filled with light; which is due to a general fluorescence of all the structures and fluids of the eye. The same effect is produced even when the eyelid is closed. If the tiniest particle of radium is placed on a piece of glass and allowed to remain there for two days or so, a dark patch is produced, which is doubtless due

to the reduction of the metallic constituents of the glass. This patch produced is not merely on the surface, but penetrates through the glass; thus a glass tube of bottle containing radium is soon darkened. Owing to this action on glass, for application purposes, a small cell with a mica front is now adopted, but even then the substance must be kept a considerable distance from the skin.

Curiously enough, some of the rays of radium are easily stopped by thin interposed substances, while other rays emitted by it have marvellous penetrating power. Its effect on man internally has yet to be investigated, although there is little doubt an extremely minute quantity even of a preparation of radium would have fatal results, and it will in all probability prove to be one of the most dangerous and poisonous substances known to man.

Its practical application for industrial purposes may have some method of obtaining a more plentiful supply; then the speculations we have now indulged in will doubtless become true.

#### THE AMERICAN "COMMISSION OF EXCHANGE"

Occasional dispatches have kept the public informed of the travels of our "Commission of Exchange" to the various capitals of Europe, but none of them have told us the nature of their communications to the courts with which they have conferred. A general impression has gained currency that, whatever their suggestions were, they were unfavourably received at London, Paris, The Hague, and Berlin. According to a Berlin dispatch to the *London Times*, however, the mission has secured at least an academic assent to the proposal that the currency of the countries which still maintain the silver standard, shall be regulated according to the system adopted by British India in the year 1893. That system was the discontinuance of the coinage of silver for private persons—in other words, the demonetisation of that metal, and its coinage for Government account only. The purpose was to reach the gold standard at the same time. In the meantime the Government agreed to give silver rupees in exchange for gold at the rate of 100 rupees, and to promise to make gold for rupees at any rate whatsoever. No such promise has yet been made, but the Government now gives gold for rupees at that rate, or at the current rate of exchange on London, which oscillates around 100, within narrow limits. The status of the rupee is much the same as that of our silver dollar. Both Governments promise to redeem their legal-tender silver in taxes, and this kind of redemption suffices, for the present to maintain parity. Whether it would suffice under all conditions of trade and industry, is uncertain.

Now it does not advance matters for us to secure the assent of any number of countries to the currency system of British India. We have already passed beyond that stage in our Philippine legislation. We have adopted for the islands a silver coinage of full legal tender, but to be redeemed, issued, and redeemed in gold by the Government. This is an experiment involving needless expense and of very doubtful utility. It could never have passed Congress but for a Quixotic attempt to use part to help Mexico in her financial muddle, and at the same time to "do something for silver." The "Commission of Exchange" is the one of the latter proposition. At the instance of a Silver Senator it was engraved on an appropriation bill in an attenuated form, after it had been rejected by the House in its original shape. The question of immediate pertinence, however, is: How will it help us, or the Philippines, if we cure the assent of other nations to the financial policy of British India? Great Britain gave her consent to it in 1893, and is not likely to withdraw it. We have no need to ask her co-operation in doing what she has already done. If Mexico desires to follow the example of British India, the way is open for her to do so. It is not necessary for her to ask the permission of Emperor William or of Czar Nicholas. Equally needless is it for us to introduce her envoys to the Imperial presence for that purpose.

If our "Commission of Exchange" has had the purpose at any time to ask foreign Governments to enter into a joint agreement with us to maintain parity between gold and silver at ratio, that would be an attempt to accomplish what the three international monetary conferences of the last century failed to do, or even to attempt. The difficulty would be much greater now, since China would be the chief factor in the agreement, her silver currency being greater in volume than that of Mexico, the Philippines, the Straits Settlements and Tongking added together. Who is to underwrite any agreements made by the Empress Dowager, or any other potentate of the Celestial Empire, respecting coinage or anything else? But it is not necessary to go to Eastern Asia to find an example of the regulation of the monetary systems of nations by mutual agreement. The history of the Latin Monetary Union stands out as a perpetual warning against such experiments. Not one of the countries in that Union could be induced to enter it now, if they were well out of it, and France least of all. And what is the likelihood that we, the United States of America, would enter into an agreement with Mexico, China, or any other country to guarantee the parity of gold coins and silver coins at any ratio or at any number of ratios? The idea is preposterous. Not to examine the financial consequences, which are not easy of apprehension to the mass of mankind, let us ask what would be the effect upon our political parties. If such a treaty were brought forward by the present Administration, Mr. Bryan would immediately claim it as an endorsement of his policy. By President Roosevelt, and Democrats would naturally favour the mutilation of the treaty by being in general harmony with the Kansas City platform. The Republicans for the same reason would oppose it, and this issue might overshadow everything else in the next national election.

We need not pursue this matter further until we learn exactly what plan, if any, our "Commission of Exchange" has proposed to foreign governments. It may turn out that they have proposed none. —*The Nation.*

#### MEXICANS AND SILVER.

It being quite generally anticipated that the Mexican Government will be able eventually to carry through its proposals for a fixed exchange basis for silver, it follows that its silver securities are possessed of considerable speculative possibilities. The recent rise in the price of silver has helped by raising the average value of the Mexican dollar. Silver will probably go back when the Eastern coinage requirements are met, but the benefit has been felt. The Mexican dollar being 30 per cent. higher than it was a year ago. During the first half of this year the Mexican Railway had an increase of \$254,000, a great part of which it is expected will be saved in net. The accounts for the half-year are not due for a couple of months, but there should be a material increase in the amount available for the First Preference stock, which is therefore in a very interesting position; speculatively.

We (P.M.G.) have instanced Mexican Railway, in particular, but the position of all stocks which depend upon silver is improved by the rise in the metal, and the various Mexican issues are benefited further by the increase of 15 per cent. in charges, while they stand to benefit much more by the establishment of the new exchange basis.

#### ACCIDENT TO S.S. "PERLA"

A somewhat serious accident occurred in the harbour on Monday morning on board the S.S. *Perla*, 1,981 tons register, Captain McGinty. There were on board, who belong to the China and Manila Steamship Co., and it is well known to Hongkong residents, was the former *Monarch* of the Eastern and Australian S.S. Co. While lifting a steam launch, which was to be shipped on deck for Hilo, with the aid of the ship's gear, the sprang her foremost and her departure, which had been announced for Tuesday morning, was consequently delayed. The *Perla* is now in dock undergoing repairs. As every necessary precaution was taken to ensure the success of the operation, it is supposed that there must have existed some flaw in the staves which were the first to give under the strain. The mast broke off at the foot and flush with the deck, but fortunately the launch, which was to be shipped, sustained no damage as it had only been lifted a few feet from the water when the accident occurred. There were no serious casualties although one Chinese stevedore was slightly confused by the broken strand of one of the stays.

#### AN EASTERN RHYME.

"Seated on the talimat, in the soft light of a paper lantern, old Yamada, the carver, worked at a tiny statue of the Sun-Goddess;—he who was tempted from her cave of retirement by a mirror—and his chisel bit the ivory he craved a piece of praise to the womanly divinity." —*Old Japanese Tale.*

The carver while bending over his work is softly chanting  
A soft Eastern song of the lotus-flower and sunbeam.  
With a sure hand now guiding the chisel, life implanting  
In the ivory—he carves the Goddess of his dream.  
Each in turn from out the shapeless block, the master calling,  
Now under his small, nimble and swiftly moving fingers,  
Fine embroidered draperies in graceful pleats fall falling;  
With eye on rounded bosom and curving waist he lingers.  
The wishes of the thinker his hand is fast obeying.  
Master the tightness of dumb matter—what elation!  
Now he takes his softest sponge, the chisel aside heaving,  
And polishes with patient joy the Thing—His creation.  
Below the godly forehead two narrow eyes are peeping.  
Asking the ancient question, Sphinx-like, without answerment.  
Around the pretty pouting lips a gentle smile is sleeping.  
That seems to breathe an answer. "In life, Man, find contentment."  
Bon-ke-mat.

#### COMMERCIAL.

##### WEEKLY SHARE REPORT.

Messrs. Erich Georg & Co., in their weekly share list dated today, state:—  
The condition of our market has remained unchanged and very little business is reported. The Sterling Exchange on London for demand is 1/10 5/16 and the Shanghai rates are 1/2 7/8 for a T.T. and 1/2 7/8 for a three days' sight Private Paper.

Shipping Shares.—Cantons and Macao were dealt in at \$3 1/2 and \$3 1/4, but closing again weaker at \$3 1/4, sellers. Indos have dropped during the week both here and in the North; the latest Shanghai quotation is 1/2 5/16, sellers, whilst local buyers are quoted nominally at \$3 1/4. Chinas and Manilas have dropped to \$1 1/2 and \$1 1/4 respectively. Douglas Steamships are out of favour and on offer at \$1 1/2 ex dividend paid on the 28th September. Shell Transports are in the market at £1 75. oil. Refineries.—The quotation for China Sugars, viz \$98, is more or less nominal.  
Docks, Wharves and Godowns.—Whampoa Docks are being offered in the market at \$266; Kowloon Wharves are wanted at \$87, but no shares seem to be obtainable under \$88. Farmanas are quoted from the North, 1/2 1/2 buyers and 1/2 1/2 sellers.

Writing under yesterday's date, Messrs. Benjamin Kelly & Potts state:—  
Practically nothing has been stirring in the share market during the past week and the very small amount of business put through has not been marked by any great change in quotations. The September settlement passed off satisfactorily.

The Canton Insurance Office, Limited, has advertised its twenty-second ordinary general meeting for the 22nd October. The transfer books will be closed from the 8th to 22nd inst., both days inclusive.  
Banks.—Hongkong and Shanghai Banks have been negotiated during the week at \$65 1/2. The London quotation is 1/2 10/16. Nationals are unchanged at \$3 1/4.

Marine Insurances.—Unions have further improved and sales at \$200 are reported. China Traders have been sold at \$6 1/2. The Canton Insurance Office has issued its final accounts for the year 1902. The result of the year's working is a credit balance of \$360,551.96, out of which has been proposed to pay a dividend of \$15 per share, and \$50,000 to reserve fund, appropriate \$50,000 for the formation of a re-insurance fund, and carry forward the balance of \$110,551.96 to 1903 account. Shares have changed hands at \$185 and \$187 1/2, and are still inquired for at the higher price.  
Fire Insurances.—Hongkong Fire has been sold and have further sellers at \$325. China Fires can be placed at \$89.

Shipping.—Hongkong, Canton and Macao Steamboats have again been dealt in at \$32 1/2. Indo-Chinas have weakened to \$82, and China and Manilas are in the market at \$18. Douglas Steamships are procurable at \$32 ex the dividend of \$3 paid on the 28th ultimo. Star Ferries are offering at \$6 1/4 and \$10 1/4 for the old and new shares respectively. Shell Transports continue weak at £1 2/6. Taku Tugs have inquiries at 1/2 5/8. The ordinary and 1/2 5/8 for the preference shares.  
Refineries.—China Sugars are obtainable at \$98. Luxons are without business.  
Mining.—No transactions have come under our notice.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled quiet and are on offer at \$86. Farmanas keep steady with further sales at 1/2 1/2. Kowloon Wharves are wanted at \$87. Hongkong Wharves can be placed at 1/2 1/2.

Lands, Hotels and Buildings.—Hongkong Lands have been disposed of at \$1 1/2. Shang-

hai Lands are in demand at 1/2 1/2. A small parcel of Kowloon Lands have found buyers at \$35. West Points are quoted at \$50 1/2. Hongkong Hotels have advanced and are in request at \$147. Humphreys Estate are wanted at \$103 and China Paper remains steady at \$9 1/2. Cotton Mills.—The cotton business under this head has been a sale of 2,000 at 1 1/2, 30.

Cigar Companies.—Sumatras are to be had at 1/2 1/2.

Miscellaneous.—Green Island Cements are still in demand at \$22 1/2. A. S. Watsons have buyers at \$14 1/2. Watkins are wanted at \$8 for sales at \$7 1/2. Electrics remain at \$1 1/2 (old) and \$7 (new). Williams Powells are to be had at \$8 1/2. Langkats have been sold in Shanghai at 1/2 1/2.

#### FORTNIGHTLY MARKET REPORT.

Cotton.—A good demand exists, and with an advance in prices about 500 packages changed hands @ \$25 to \$26 per picul. The unsold stock is estimated at about 2,000 bales. Best China Ningpo was sold @ \$30 per picul about 160 packages.

Yarn.—At the beginning of the fortnight market ruled firm and an advance of \$1 to \$50 was established, latterly a rise in exchange had the effect of checking the buying and again the prices have gone to the former basis. Sales during the past fortnight comprised of about 7,250 bales out of which about 7,100 bales have been contracted for to arrive. Arrivals during the fortnight comprised of about 3,500 bales. Local Mills.—Sales of about 400 bales of No. 105, and of about 200 bales of No. 125, are reported @ \$101 and \$103 respectively. Japanese yarn.—Sales of about 1,100 bales of No. 205 @ \$123 to \$129 are reported.

Malwa Opium.—A good business transpired and sales during the fortnight were New 18 chests @ \$9 1/2—27 chests @ \$9 1/2—25 chests @ \$9 1/2—13 chests @ \$9 1/2—Old 41 chests @ \$1,003—35 chests @ \$1,100—7 chests @ \$1,023—14 chests @ \$1,030—23 chests @ \$1,010—Oldest 17 chests @ \$1,070—47 chests @ \$1,038—15 chests @ \$1,090—30 chests @ \$1,100—6 chests @ \$1,100—in all about 318 chests.—The unsold stock is estimated at about 700 chests.

Bengal Opium.—A fair business transpired and sales are reported of about 620 chests at \$1,100 at \$1,100. Benares about 170 chests at \$1,100 at \$1,100. The unsold stock is about 1,228 chests.

Persian Opium.—Cheap rates induced business and sales of about 108 chests are reported at \$750 at \$840. The stock is estimated at about 2,422 chests.

Miscellaneous quotations.—  
Sulphate @ \$20 at \$25. Saltpetre @ \$10 at \$11. Borax @ 17 " 19. Oilbanum @ 5 " 27. Camphor @ 110 " 123. Cassia @ 10 " 25. Cloves @ 12 " 25. Vermilion @ 8 1/2. Sena @ 1 " 4.

#### YARN MARKET REPORT.

In their fortnightly yarn report, dated 26th ult., Messrs. Gwanjee, Poonjee & Co. write:—  
Since the issue of our last circular dated the 11th instant, our yarn market, owing to a drop in the rate of exchange, the importers remained firm, and the Chinese speculators in anticipation of a further decline in the rate of exchange, with an advance of \$1, operated fairly both for spot and to arrive, and a good business transpired; latterly a rise slackened business, and prices again receded. The clearances during the period were good and large. The market closes steady. Sales during the fortnight comprised about 50 bales of No. 85—3,800 bales of No. 105—450 bales of No. 125—375 bales of No. 105, and 1,575 bales of No. 205; in all about 7,250 bales, out of which about 2,100 bales contracted for forward deliveries. Arrivals per steamers *Ki-sui Maru*, *Namsang*, *Francis*, *Predman*, *Gregory*, *Apar*, *Macagon* and *Coromandel* total about 15,500 bales. Shipments to Shanghai and the Northern Ports about 3,500 bales. The unsold stock is estimated at about 3,500 bales.

Local Products.—Sales of about 400 bales of No. 105, at \$101, and of about 200 bales of No. 125, at \$103 are reported.

Japanese Yarn.—About 1,100 bales of No. 205, changed hands @ \$124 1/2.

Exchange.—Business was done for the mail on India at Rs 13 1/2. London at Sh. 1-10 1/2.

#### FREIGHT.

The dullness in the freight market becomes very marked with the diminishing numbers of charters effected. For the week ended to-day only four settlements have to be recorded as follows:—

1 German steamer, 719 tons, Newchwang to Canton at 23 cents per picul (1,800 piculs).  
1 German steamer, 1,184 tons, Hilo to Yokohama, 36 cents in full.  
1 Norwegian steamer, 788 tons, Saigon to 1 port Philippines, 20 cents per picul (prompt).  
1 Norwegian steamer, 1,010 tons, Saigon to 12 ports Philippines, 20 and 23 cents per picul.

#### HEMP AND RICE.

Writing from Manila on 15th ult., Messrs. Warner, Barnes & Co., Ltd. state:—  
Hemp.—Since our last issue, the market has ruled very firm with an upward tendency, and both dollar and sterling prices have advanced. Fair current has been sold @ \$50 per picul, and although, as we close, things are rather quiet, there are no sellers at under this price. Dealers have been disposing of stocks arriving and to arrive, and we calculate there are only at the moment a few thousand bales free. Receipts are normal, and although there are reports of Albay restrictions being raised, we do not anticipate any appreciable increase in arrivals for some considerable time. We quote fair current @ \$50 per picul, equal at exchange 1/1 1/2 to 1/2 1/2. 16. 6 per ton f. o. b.

Rice.—Heavy arrivals have affected local prices causing a decline of 18 1/2 cents per picul since last issue. Saigon market is slightly weaker owing to absence of demand, but the general opinion is that if any inquiry arises prices will more than recover.

#### SHANGHAI MARKET REPORT.

Messrs. J. P. Bisset & Co. report under date 25th ult. as follows:—There has been a little more activity in our market during the past week, a fair business being done in Farmanas, Langkats and Wharves. The rates have remained steady in the two first stocks, but the market for S. & H. Wharves has been exceedingly erratic, and impossible to gauge. A very large lot of shares came into the market for sale which would otherwise have to be taken up in the September Settlement, and this is largely responsible for the decline in rates.

Shipping.—A fair business has been done in Indos at steady rates, although the market forwards has been weak. September Settlement shares have been placed at 62 1/2, on the 18th; and on the 19th, December Settlement shares were placed at 61 1/2. On the 24th, 61 1/2, and were done for September and 62 for December.

Docks and Wharves.—S. C. Farman, Boyd & Co.—On the 13th cash shares were placed at 1/2 1/2. On the 21st cash and Sett. shares were placed at 1/2 1/2, and 1/2 1/2 on the 22nd at 1/2 1/2, 1/2 1/2, and 1/2 1/2 on the 23rd at 1/2 1/2.

cash and 1/2 1/2 Nov. on the 24th sales at 1/2 1/2 cash and Sept. 1/2 1/2 Sept. 1/2 1/2 Nov. 1/2 1/2 Dec. 1/2 1/2 Jan. 1/2 1/2 March. The market is steady and shares could be obtained at 1/2 1/2 for cash and 1/2 1/2 for March. Shanghai and Hongkong Wharves.—On the 22nd a number of shares were placed at 2 1/2 cash, on the 23rd business was done at 2 1/2 Settlement; on the 24th at 2 1/2 cash, and 2 1/2 Dec. At closing we quote 2 1/2 as the cash rate, although it is difficult at the moment to give an absolute quotation.

Industrial.—Cottons.—The only business reported is in Ewos for December Settlement at 35; Lou King Mows at 35, there are further buyers of the latter at 35. 35. Langkats.—Although the number of shares dealt in this stock during the week has not been large, a considerable number of transactions have taken place. On the 18th the market opened at 1/2 1/2 270/272 cash and for September, 270/272 270/272 275 November 282 1/2 December. On the 19th at 275 September, October and December. On the 21st at 280 for cash 277 1/2 and 280 Settlement, 285 1/2 282 1/2 October, 280 287 1/2 285 December. On the 22nd at 27 1/2, 275 and 275 September, 275 October, 280 December. On the 23rd 275 cash and September, 284 December. On the 24th at 280 cash and 280 and 275 September, 284 October, 285 and 290 December. The market closes steady with buyers at 275. Sumatras have been placed at 1/2 1/2, 52 and 53 cash.

#### OPIMUM.

It will be noticed from a statement of the opium revenue to date, compared with the estimates for the year 1903-04, that the receipts for Bengal and Bombay opium in September were better than the estimates by Rs. 22,53,075, the receipts being Rs. 75,32,875 as against an estimate of 52 lakhs. It would be interesting to learn how the estimators are so dreadfully cut in their calculations. In the matter of Bengal opium and 5 months pass duty on opium exported from Bombay, it may be noticed that actual as against estimated revenue is Rs. 60,42,320 better. Whilst this is very satisfactory from a fiscal point of view and the Government of India are to be congratulated on receiving lakhs upon lakhs more rupees than they anticipated it is unsatisfactory from an accountant's point of view and the value of any government estimate may well be questioned. —*Rangoon Times.*

#### TO-DAY'S EXCHANGE.

ON LONDON, Telegraphic Transfer ..... 110 1/2  
" Bank Bills, on demand ..... 110 5/8  
" Credits, 4 months' sight ..... 110 11/16  
" Dinars, 4 months' sight ..... 110 13/16  
ON BREMEN, (demand) ..... 110 1/2  
ON PARIS, Bank Bills, on demand ..... 2 3/4  
" Credits, 4 months' sight ..... 2 3/4  
ON NEW YORK, Bank Bills, on demand ..... 37 1/2  
" Credits, 30 days' sight ..... 37 1/2  
ON BOMBAY, Telegraphic Transfer ..... 3 1/2  
" On demand ..... 3 1/







## NEW TERRITORIES.

The Governor recommended the Council to vote a sum of one thousand seven hundred and ninety-four dollars and seventeen cents in aid of the vote Registrar General's Department, Other Charges, to meet expenses in connection with the copying of land registers in Nam Tau, as follows:—

Writers' wages .....	\$1,794.17
Steam launch bill .....	64.00
Shroff's voucher for incidentals ..	10.37
Chan Tsan's .....	31.95
Mr. Lau Tseng's salary .....	309.35
Mr. Clement's expenses .....	63.00

Total .....

The Committee then proceeded to consider the Appropriation Bill item by item.

During the discussion on the Estimates the Hon. Dr. Atkinson pointed out that the increase in the plague expenditure was largely due to the recommendations of the Sanitary experts, which had been approved by the Government, and the most important of which was that a permanent plague staff should be appointed quite distinct from the ordinary staff of sanitary inspectors. The increase would take place according to the number of cases that had to be dealt with. It was much more prudent, he said, to have a trained staff at their disposal rather than having to depend upon what they might be able to pick up at hazard as the cases increased in number. In the scheme it was laid down that a certain number of officers be employed, and this would be increased in a certain ratio according to the number of cases. As an epidemic declined so the number of those employed would decrease.

Hon. Gresham Stewart:—So that if plague was not heavy we might not have to expend all the funds.

The Chairman:—That is so. Hon. Dr. Atkinson:—You may rest assured that due check is being kept on the expenditure, which certainly does not run high; but I may state that the expenditure on plague for the first six months of 1903 has been \$110,000 less than the expenditure for the corresponding period of last year, and notwithstanding that there were a thousand more cases of plague to deal with.

The Chairman:—That shows what can be done by a little organization.

GOVERNMENT BUILDINGS.

Replying to the Hon. Pollock, the Director of Public Works said the contract for the new law courts was for three years and did not include the internal work. The whole work would occupy about four years from the present time and the principal factor in its occupying such a long time was that the building was faced with stone externally, from top to bottom. He expected that the Wanchai extension would be completed about Christmas, and pointed out, regarding the lost Office, that tenders had been called for the foundations which would occupy about twelve months, while the erection of the building would take from two and a half to three years.

PRAYA EAST RECLAMATION.

The Hon. Pollock asked why work on the Praya East Reclamation had been delayed.

The Chairman:—We have had a great deal of delay in fixing the boundary between the War Department and the Naval Department, and the question is not yet settled.

TYTAN TUK SCHEME.

The D. P. W. was unable to say when this scheme would be completed, but hoped that a start would be made with it next year. The site for the principal dam had not yet been determined, although that for a minor dam had been decided upon and the work would be undertaken at an early date.

THE VEXATON TO SHIPPING.

The Hon. Pollock remarked that the present red cone and drum system of signalling typhoons worked very badly indeed and was most unsatisfactory. Throughout Tuesday and yesterday the red south cone was hoisted with the result that unless junks and lighters were given extra-pay they refused to work. He thought it would be a good thing if the red signals were abolished.

The Chairman replied that the Chamber of Commerce said the signals were insufficient and they wanted a far more elaborate system. The signals were more for the information of shipping masters about to leave the port.

The Hon. Pollock:—The system works in a very unsatisfactory fashion.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

The twentieth ordinary general meeting of shareholders in the above company was held at the offices of the general managers, Messrs. Douglas, Lippitt & Co., at noon on 26th ult. when there were present Messrs. J. H. Lewis (Chairman), A. G. Wood, G. H. Thompson, and C. A. Tomes (consulting engineers), W. Davies, E. J. Moses, T. H. Reid, H. C. Wilcox, R. C. Wilcox, and W. Parfitt.

The notice convening the meeting having been read.

The Chairman said:—Gentlemen,—The report and accounts have been in your hands for several days, and with your permission I propose to take them as read. As indicated in the report, we have experienced in common with almost all shipping companies a continual period of depression, and regret that there are no immediate prospects of improvement. Unfortunately, outside steamers failing to find employment in their usual trade came on to the coast, increasing the already excessive competition and further materially reducing our earnings. You will see from the account that the profit on sale of *Formosa* was \$41,180.95, and as it is not intended under present circumstances to replace her, the general managers and consulting committee decided, after full consideration, to distribute out of the profit a dividend of 6% for the year, amounting to the balance to reserve and depreciation as set forth in the report. It is well I should remind shareholders that the prospects of the current year are most unpromising, but when prompt rains return, as we all hope they soon will, we are in a strong position and will not fail to take the fullest advantage of them. Before moving the adoption of the report and accounts I should be pleased to answer any questions.

There being no questions the Chairman proposed, and Mr. Davies seconded, that the report and accounts as presented be adopted and passed.

Carried.

CONSULTING COMMITTEE.

On the proposition of Mr. H. C. Wilcox, seconded by Mr. E. J. Moses, the consulting committee, consisting of the Hon. C. W. Dickinson, Messrs. C. H. Thompson, A. G. Wood, and C. A. Tomes, was re-elected.

AUDITORS.

Mr. T. H. Reid proposed, Mr. R. C. Wilcox seconded, and it was agreed, that Messrs. W. H. Potts and A. R. Lowe be re-elected auditors.

The Chairman:—That is all the business, gentlemen. Thank you for your attendance. Dividend warrants will be ready on Monday.

ACCORDING to a letter to a Peking official from Viceroy Tsen Chun-huen it is stated that the rebels in Kwangsi can now easily be suppressed though they are spread all over the province.

In Kwangtung, however, there are signs of secret society men giving trouble which is more important if they should rise.

## THE LOCAL CATTLE TRADE.

## OFFICIAL REGULATIONS.

The following regulations made by the Governor in Council, under section 3 of the Live Stock Import and Export Regulation Ordinance, 1903, are printed in the *Gazette*:—

1. The master, owner, or agent of every vessel leaving any port of the Colony carrying more than ten head of cattle for export shall provide suitable food and fresh water for all cattle carried in the said vessel sufficient for the intended voyage, and in addition shall provide:—

(a) for voyages of less than three days' average duration, one day's extra ration for each head of cattle; or

(b) for voyages of more than three days' average duration, two days' extra rations for each head of cattle.

He shall also cause all the cattle carried in the said vessel to be provided with a sufficient quantity of food and water in every 24 hours from the time of embarkation till the time of final disembarkation, and shall carry such number of men as shall, in the opinion of the Colonial Veterinary Surgeon, be requisite to attend to the cattle on board. Such men shall not be employed on any other duties during the voyage.

2. Every ship shall, before leaving any port of the Colony, be inspected by the Colonial Veterinary Surgeon, who shall, if the requirements of the regulations have been observed, give a certificate to that effect to the master, which shall be produced by such master to the Harbour Master before such ship is cleared.

3. No cattle carried on board any vessel for export shall be secured by any vessel, but all such cattle shall be tied by a halter of length sufficient to permit the animal to lie down, and of a strength sufficient to bear the weight of the animal.

4. Every vessel carrying more than ten head of cattle for export shall be provided with secure thresholds for the use of the cattle on board, and shall be fitted with weather boards or other protection for such cattle from sun and rain and sea, and with a sufficient number of pens. No pen shall be constructed of bamboo, and no pen shall accommodate more than four head of cattle (2 calves under 6 months being counted as one). The pens shall be arranged so that the cattle stand athwartships and shall be substantially constructed and securely fastened so as to stand tough weather. The pens shall be cleaned at least once a day.

5. The Colonial Veterinary Surgeon and any police officer may board any vessel within the territorial waters of the Colony at any time in order to ascertain whether the above regulations are complied with.

6. The Harbour Master may, and, if requested so to do by the Colonial Veterinary Surgeon, shall, refuse to grant a port clearance for any vessel on board of which the requirements of these regulations have not been or are not being complied with.

7. The master of every vessel shall (in addition to the actual offender) be deemed to be guilty of any contravention of these regulations which may occur while he is on board his ship and shall be liable to be proceeded against and punished accordingly.

8. These regulations shall come into force on the 15th day of October, 1903.

RICKSHA COOLIES ON STRIKE.

NOISELESS HONGKONG.

The entire absence of public rickshas in the central thoroughfares of the city shortly after three o'clock on 26th ult. led to inquiries being made, and it was ascertained that the coolies were out on strike consequent upon a well-known no information beyond the fact that the men were on strike. The officials were very reticent and declined to discuss the subject. Further investigations proved equally unsatisfactory, though it was learned that when the 'day shift' finished this afternoon the night men failed to turn up, it having been arranged among themselves and their guild that, owing to the heavy penalties recently inflicted upon a gang defaulter, rickshas men at the Police Court they decided to strike and show their disapproval of the Magistrate's action.

The strike action, however, was not to the effect that there had been a fight between the different clans at West Point, but inquiries instituted in that vicinity proved the rumour to be without foundation. It was also alleged that the men struck work as a protest against the registration fee, while other reasons were of a similarly absurd nature. The men themselves were not at all disposed to be communicative, and would admit nothing beyond the fact that it was their intention to remain out for some time. About four o'clock rickshas rumbled up from Wanchai and, judging from the loads that subsequently tried their springs, the drivers must have been delighted with the unexpected windfall. At the corners of the streets at East Point the coolies were discussing the question in excited groups, and absolutely refused to divulge any further details, although one individual member of the fraternity attempted to give some explanation of the situation.

The closure was immediately imposed upon the coolies by the heavy hands of his confreres.

WORK RESUMED.

The inconvenience experienced on Saturday by the sudden disappearance of public rickshas from the principal streets of the city was soon overcome by the firm action of the police in getting the strikers to resume work. Long lines of deserted vehicles were left at Wanchai and West Point, while the coolies held informal meetings at street corners and eagerly discussed the situation. About half-past six one of the foremen, after an interview with the police, endeavoured to get the men to resume work, and the Eastern section was ordered to send out thirty rickshas without delay. They were not very keen on recommencing, feeling sure that other coolies would resent their action, but the police were on the look-out for any disorderly conduct, and shortly after 7.30 the thirty rickshas rattled towards the central district and soon found fares. One, however, came to grief. He was engaged to take a native to Shek-long-tau, and had proceeded as far as the Canton wharf when a band of unwilling workers interfered, thrashed the coolie, threw the fare into the road, and damaged the ricksha. But the men soon saw that it was useless to endeavour to persuade the coolies from resuming work, and by Sunday morning the usual force of ricksha men had turned out.

THE SEQUEL.

There were several disturbances in various parts of the town during the progress of the strike, and the names of not a few intimidators appeared on the calendar at the Police Court on Monday. One gang of men was sent to gaol for two months with hard labour for assaulting a ricksha coolie with intent to hinder or prevent him from exercising his lawful occupation. A public ricksha driver, who was ordered to pay \$5 compensation, or fourteen days' hard labour, for a ricksha, in another instance, coolies were found for stone-throwing and creating disturbances.

## THE POLLARD COMPANY.

## "WHAT HAPPENED TO JONES."

Though this excellent Company did not score with this comedy as great a triumph as was the case with *A Gay Night in Paris*, it cannot nevertheless pride itself on having obtained thanks to the efforts of its members, another decided success with the Hongkong public. The play staged on 25th ult. is not so full of witty dialogue as in the adaptation from the force by M. M. Feydeau and Desvallieres, and depends for its success upon the side-splitting imbrologues created by the complicated and ultra-comical situations which are continually cropping up in the plot. Mr. Nable was good indeed as the typical sporting "drummer" who adopts the cloth and personality of a colonial bishop to save himself from the long limb of the law. The acting of Messrs. Tullet, Watson, Carr Ellison, Lynch and Haydn, being all that could be desired, was rewarded with the continued hilarity of the spectators. Miss Ada Lawrence filled the leading lady rôle, *Mar. Goadly* with her usual sincerity and *verve*, provided the repeated plaudits of the audience, and Misses Gale, Tempest, Clemens, and Ascoli were frequent recipients of thanks to their inspiring performance, of mark of popular favour. The charming curtain-raiser *Setting of the Sun*, by Mr. Charles Hannan received a somewhat cool reception. This little play, which is replete with psychological sentiment, requires more than ordinary talent to do it full justice. However it can be fairly stated that Messrs. Nable and Watson and Misses Lawrence and Ascoli put forth their best effort, for which there is reason to be grateful.

During the performance Miss Marjorie Tempest gave "The Flower Song" from *Faust*. This charming *aria* has a voice remarkable alive for its power and tone but it betrays a want of training and technique which will probably be acquired in the future. The rendering of what is the finest passage in Gounod's masterpiece was perhaps a trifle ambitious. Mr. Alfred Tullet was most amusing in his musical sketches, "Pictures from Soldier Life," and Miss Millie Ascoli gave a most excellent example of her chorographic talent and her nimble light footedness was a source of joy to beholders.

"WHY SMITH LEFT HOME."

Though the Theatre Royal was not so crowded on Wednesday as on some of the previous appearances of the troupe, the goodly audience that was present passed a most enjoyable evening; and the tribulations of *John Smith*, due to the machinations of his over-educated and up-to-date domestics, kept the house in a continued vein of gaiety. As usual, Mr. Edward Nable was a prime favourite, and his personification of the eccentric *Count Von Gwynheim* was a piece of excellent acting. Mr. Wentworth Watson made a very good *John Smith*, whose hopes of a few days' *à la vie* with his newly-married bride are being continually blasted by the arrival one after another of his relatives on a friendly visit. Messrs. Alfred Tullet and Harold Carr provided the continued hilarity of the spectators as *Gen. Billemeur* and *Major Duncanson*, two amorous old soldiers; and Mr. Merry Lynch scored a real success as the congenial cook *Lavinie Duly*, stern upholder of the rights of her honourable corporation.

Miss Ada Lawrence was at her best as *Mrs. Smith* and Misses Clemens, Tempest, Ascoli and McDonald gave a most creditable rendering of their rôles, as *Mme. Billemeur*, *Miss Smith*, *Ros. Watson* and *Elsie*. A special word may be said for Miss Grace Gale who filled the part of the charming and cute *Soubrette Julia*, with a zest and thoroughness that is worthy of congratulation.

Miss Marjorie Tempest gave some very good vocal selections which were received with repeated applause.

To-night there will be a second performance of the comedy, and to-morrow a special bill has been arranged. An act from *Clara* and *her Aunt*, another from *Tom, Dick and Harry*, and a third from *My Friend from India* will be played. Miss Marjorie Tempest will sing *A May Morning*, *The Last of Rose Summer*, and *Home, Sweet Home*; Miss Millie Ascoli will give a skit dance, Mr. Merry Lynch is to contribute the comic songs *Courting the Widow* and *I'm looking at you*, while Mr. Alfred Tullet will give the musical sketches, *The Derby*, and *The boys of the Navy Blue*. An endeavour is being made to arrange for a musical entertainment in St. George's Hall on Saturday, when the members of the company will be supported by other professional talent at present in the Colony. A good performance should result and a full house be present at the farewell entertainment, particulars of which will be announced later.

The company gave the public a very enjoyable evening on Friday at the Theatre Royal, the programme consisting of acts from three of the most popular of modern comedies. Act I from *Tom, Dick and Harry*, Act II from *My Friend from India* and Act III from *Clara and her Aunt*. The individual performance of all the members of the troupe was excellent, being received with unvarying applause by a crowded audience. Miss Tempest gave another charming sample of her fine vocal powers and Mr. Tullet provoked much of general approval by his really clever citation of *The Derby*. During the evening Mr. Alec Middleton, the popular manager, went before the curtain and thanked the company. He also took the opportunity of announcing that, in view of the fact that the company would not be leaving Hongkong until early next week, they intended giving a musical entertainment to-night in St. George's Hall.

NEW GOVERNMENT OFFICES.

At last work is about to commence on the Praya Reclamation in connection with the buildings to replace the antiquated structures now doing service as offices for certain Government departments. The Colonial Secretary will receive tenders at his office until noon on Monday, the 12th inst., for the construction of the foundations for the new Post Office and other Government Offices.

ATTEMPTED HIGHWAY ROBBERY.

At about 10 o'clock on Tuesday, Sergeant Abley was patrolling the Praya at West Point, and when nearing Heung Lan he heard a man screaming. He approached the lane and saw three men attacking a coolie. One of them had hold of the coolie's throat, and was pressing his knee into the man's back, and another had hold of his feet, while a third was doing his utmost to ransack the coolie's pocket and cut his purse away. The Sergeant quietly approached without attracting their attention, and when they caught sight of him they broke away in different directions. The Sergeant chased the leader through alleys and lanes, jumping over ditches and baskets, and finally caught him at Bonham Road, West Heung Lan, to the police station, and Mr. Kemp sentenced the rogue to six months' hard labour, and subsequent banishment. Lance Sergeant Abley is to be congratulated on his smart capture after a lengthy chase.

## SERGEANT-MAJOR POWER CHARGED.

## WITH EMBEZZLEMENT.

At the Magistracy on Monday Sergeant-Major Power, of the Hongkong Volunteer Corps, was charged, before Mr. T. Sercombe Smith, with embezzling between the 12th and 18th inst. \$364.93 from the funds of the Corps. P. C. Deveney deposed that at about 6.40 on the 27th inst. he proceeded to the Happy Retreat Restaurant, at Wong-Nel-Chong, and saw defendant whom he arrested by virtue of a warrant, and then took him to the Central Police Station.

His Worship adjourned the case until Friday afternoon, bail being refused.

On Friday afternoon, he appeared on remand, before Mr. T. Sercombe Smith, to answer charges of embezzling \$364.93 and \$28.17, the property of Clive George Pritchard, the officer commanding the Hongkong Volunteer Corps.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted on behalf of the Volunteer Corps, and defendant who pleaded not guilty at the former hearing on the 28th ult., was unrepresented.

Mr. Bowley, in opening the case, said the defendant is sergeant-major of the Hongkong Volunteer Corps to which he was first appointed on the 1st September, 1900, and was previously a company sergeant in the Royal Artillery. At first he received a salary of \$3,000 per annum, but this was subsequently increased to a sterling salary of £300 a year. On the 2nd and 4th April last Major Pritchard took over the command of the Corps, and the defendant was, of course, under his orders. It had been the custom of the present Commandant and, he believed, of his predecessor to trust the sergeant-major to a large extent and although all Corps money was received by the Commandant it was the practice to hand it over to the sergeant-major to place in the safe at headquarters of which he was entrusted with the key. From time to time the monies so received were paid into the Hongkong and Shanghai Bank by the defendant under the supervision of the Commandant. It was also one of the defendant's duties to keep the accounts of the Corps under the same supervision. It would be seen from the books that there were two sums mentioned in the charge, one for \$364.93 and the other for \$28.17. The first amount was in connection with the Corps account. But in addition to this there was an institution called the Hongkong Volunteer Institute to which all members of the Corps belonged, and in connection with which there was a canteen and reading room, etc. Certain concerns had been organised by a committee of the institute, and the sum of \$358.17, mentioned in the charge, consisted of proceeds of the sale of concert tickets in respect of the concert held in August last. At the time, Major Pritchard was absent on leave, having gone away on the 3rd June and being absent until the 19th August. On the 2nd June, however, he cleared up the accounts to date, and all receipts up to the end of May were paid into the bank. During his absence the defendant received, on his behalf, certain sums of money which he entered in the Corps cash book. The months of June, July and August were a slack month in volunteer matters, and consequently there were only eleven items of receipts of which one was a cheque for \$46.82, the remainder being in cash. Mr. Bowley said he was not in a position to prove whether the other items were cheques or cash, but the total of the items without the cheque amounted to \$364.93. It was defendant's duty to keep the money in the safe of the Corps. Upon the return of Major Pritchard he went into the accounts and found that the total sum which should have been paid into the bank was \$358.17, and he directed the defendant to pay it in; and either on the 14th or 15th September defendant handed him the counterfoil of the paying-in book of the Corps account showing: cash, \$37.76; bank notes, \$200; cheques \$40.62, making a total of \$358.17. On seeing that the amount had been paid in, defendant had the receipts of the August concert, and on several occasions the Commandant asked him to make up the account and pay the balance in. On the 19th September defendant showed him the paying-in book of the Volunteer Institute, old account, and according to the counterfoil defendant had paid in the sum of \$334.17 which, after deducting the amount of the cheque, came to \$28.17. There was nothing to arouse the suspicions of the Commandant at that time, and he proceeded to draw cheques on the Institute old account. But on the 26th September he was surprised to learn from the bank that he had overdrafted the account. Consequently he made inquiries and ascertained that on the 19th September the defendant had paid in a cheque for \$76 only, and no cash or bank notes. He also found that on the 14th September defendant had paid in a cheque for \$46.82 and no cash whatever, on comparing the paying-in slips with the counterfoil he found that the total had been altered and measures made. Defendant was then charged and arrested, and the day following a detective took him down to the Volunteer headquarters and opened the safe in his presence with a key found on defendant's person. Only four cents were found inside the safe. Mr. Bowley pointed out that under section 20 of the Volunteer Corps Ordinance, No. 6 of 1895, all property of the Corps was, strictly speaking, the property of the commanding officer of the Corps and the charge was amended to that effect.

Evidence was then called, the first witness being P. R. Scott, a clerk in the Hongkong and Shanghai Bank, who bore testimony regarding the Corps accounts.

His Worship said he presumed Mr. Bowley wished him to commit the case.

Mr. Bowley:—When this sitting is finished I shall ask your Worship for a remand so that I can investigate other cases.

The Defendant:—I wish to plead guilty, your Worship, but not to embezzlement.

His Worship:—You can only plead guilty to the charge preferred against you. There is nothing else to which you can plead.

Major C. G. Pritchard, captain of the Royal Artillery with the local rank of Major, commanding the Hongkong Volunteer Corps, then gave evidence corroborating the statements of Mr. Bowley, in the course of which he observed that hitherto the defendant bore a very good character.

Inspector Gauld said that when he had read the charge of embezzlement to defendant, and cautioned him, defendant said "I say nothing, I am not guilty of the charge."

Hanson asked him if he had the key of the safe and defendant replied "Yes, sir," and he produced the key and handed it to Inspector Hanson.

Mr. Bowley asked His Worship to grant a remand until next Friday as there were certain other charges being investigated with which he was not prepared to proceed at present.

His Worship adjourned the case until 9th inst.

Defendant asked for bail and said he was prepared to find \$1,000 cash as security.

Mr. Bowley, however, said he could not accept that sum, and his Worship agreed and intimated that defendant must find \$2,000 cash and get two sureties of \$1,000 each.

## SIX-A-SIDE FOOTBALL MATCHES.

On Monday afternoon the first matches for the Six-a-side Challenge Cup and medals were played at the Happy Valley, the teams meeting being Worcester's v. Brent's and Bonnar's v. Clark's. In the first match the game resulted in a draw, while Bonnar's team beat Clark's by 2 goals to nil. The teams were as follows:—W. G. Worcester (Capt.), A. Lloyd, Mr. Kew, H. C. Sandford, C. C. Hickling, and A. O. Braun.

H. A. Brent (Capt.), H. S. Gaskell, J. M. Forrester, W. R. Rowley, P. H. Campbell, J. H. R. Hance.

J. C. Bonnar (Capt.), H. S. Holmes, C. Humphreys, F. D. Bain, A. R. Rogers, and W. A. Stopani.

W. W. Clark (Capt.), J. Johnstone, L. Chesney, W. T. Caulfield, W. A. Crake, C. J. Barnes.

Matches in the six-a-side competition were continued yesterday, when the game, Clark v. Worcester, ended in a draw without any score being registered, and that between Brent v. Wolfe was won by the former by one goal to nil.

FRENCH MAIL STEAMER.

AGROUND.

IN THE INLAND SEA.

SERIOUSLY DAMAGED.

Mr. G. de Champeaux, the Hongkong agent of the Messageries Maritimes, writing under Monday's date, says:—

"I am sorry to inform you that I was in receipt yesterday of a telegraphic advice from Kobe to the effect that the s.s. *Australien*, while on her way from Kobe to Shanghai, went aground in the Inland Sea at a distance of about 120 miles from Kobe, but was expected to be floated in the afternoon of the same day."

"Another telegram, received this morning, states that the *Australien* was still aground and had sustained rather serious damage to her hull. She will not proceed on her voyage, and the s.s. *Annum* will, in consequence, take her place for the next homeward voyage to Europe with departure from Hongkong on October 6th. The *Australien* will go to dock at Kobe."

MACAO ARMS LICENCE.

In our issue of 18th ult. we published an article from a Macao correspondent anent the legislation for the curbing and possession of arms in the Portuguese colony. The local enactment created an invidious distinction which our correspondent was of opinion should be done away with by the abrogation of the law. Thanks to Governor Novas, we learn that His Excellency has now issued a notification revoking the measure under which all persons in Macao were compelled, under penalty, to obtain a licence, on the payment of a fee, for the carrying and possession of arms for sporting purposes. This step is one that is sure to cause considerable satisfaction amongst sportsmen in the neighbouring colony. We congratulate Governor Novas upon the wisdom of the action partly, if not wholly, dictated by popular representation.

CANTON NOTES.

(From Our Own Correspondent.)

CANTON, 24th September.

DROWNING ACCIDENT.

Last night about eight o'clock a fatal drowning accident occurred at the landing near the new Med Cal College building at Kuk Fau. The Shiu Hing passage boat was a little late and the passengers were in a hurry to get ashore. A number of candidates for the examinations were on board with their servants. One man in his haste stepped between the boat and the sump and into the water. The tide was running out and at that place is particularly swift. The man was carried under the passage boat and was drowned. He belonged to a good family and has held office. His mother lives in the city, but owing to the regulations regarding dead bodies entering the city the corpse could not be taken to her house. A small match was put up on the shore and the funeral took place from the place of the accident this afternoon.

THE EXAMINATIONS.

The number of people in the city is very large. It is said that nearly nine thousand candidates have registered. This is larger than was expected. The British and Foreign Bible Society under the direction of the agent, Mr. Burkwall, is arranging to place a quantity of literature in the hands of the candidates as they leave the examination hall.

THE STREET THEATRES.

During the week there have been some unusually large street theatres in the city. Some streets were almost impassable. The new police kept the crowds moving in a way surprising to the average Chinaman. Three or four men with rifles could be seen in different parts of the city marching along with a business look about them.

A BRUTAL MAGISTRATE.

Shun Tak district has a magistrate that can beat the record for cruelty. Women are beaten on the bare back contrary to all Chinese ideas of propriety. Men are tortured in a horrible manner. The fiend will order a bunch of lighted incense to be held against the bare body and when the prisoner will not answer will order that the burning incense be fanned to make the fire hotter. Torture is resorted to by all the magistrates, but the people are loud in their complaints against the barbarities practised by this Shun Tak magistrate. It is said that the gentry are preparing a memorial to the Viceroy to have him removed.

35th September.

AMERICAN PRESBYTERIAN MISSION.

The American Presbyterian Mission has just closed its annual meetings, and a few facts regarding its work may be found interesting. The Mission consists of upwards of thirty members, men and women, and is divided into three stations, Canton, Lien Chi and Yung Kong. The mission owns and operates four hospitals besides supplying the doctors for the Medical Missionary Societies Hospital. There are six boarding schools for boys and girls, one seminary for training men for the native ministry, one medical college for women. The mission has 78 chapels, employs 75 preachers and colporteurs, thirty-two bible-readers and 55 teachers in about 45 schools. During the past year, no less than 1,998 adults were received into the mission churches on confession of faith. The contributions of the Chinese towards the support of this work are very gratifying. Towards the evangelistic work the Chinese contributed \$6,767; Chinese abroad, but most of them with families here, contributed \$3,200; the educational work was not forgotten and the local receipts for this work were \$2,800. The Church has now on its rolls a membership of 5,998 and there are in the schools 1,193 pupils. The reports of the missionaries for the past year were encouraging. The hospitals and schools are full to overflowing. The missionaries have more invitations than they can accept, invitations to open preaching halls in villages. The Chinese are sitting up preaching halls themselves, and

urging the mission to send preachers and teachers. The contrast between this state of affairs and the conditions which prevailed before the troubles of 1900 is very striking. And not only are the opportunities greater and the people more willing to hear and learn, but the class of people has changed. Formerly the majority of the hearers was from the poorer classes. Now the rich and learned are equally anxious to hear and many rich men and scholars have been baptized.

THE HONGKONG ROBBERIES.

The accounts of numerous robberies in Hongkong, so frequently demanding space in your columns, have elicited a great deal of attention, both amongst the Europeans and Chinese, of this city. Perhaps it will not be out of place to print out the ease with which criminals can come into Canton. They have only to evade the police in Hongkong and get aboard one of the numerous vessels leaving for Canton, where they are practically safe, a thief has been caught this end and handed over to the British Consul. The Hongkong police, suspecting that a thief has left for Canton, telegraph to the British Consul who in turn instructs the officer of the Shamen Guard and solic



# OPIMUM FARMERS SUED

FOR WRONGFUL AND IMPROPER SEARCHING.

AN INTERESTING CASE.

An interesting case was heard at the Supreme Court on Wednesday before the P. S. Judge, His Honour A. G. Wise, when Leung Tsau, shroff at the Registry of the Supreme Court, proceeded against the Chin Wa Hong Company, opium farmers of Bonham Strand, for the wrongful entry, by the defendant's excise officers, into his premises at No. 173, Queen's Road, East, 2nd floor, on the 21st August without a warrant, and for wrongfully and improperly searching his premises at 173, Queen's Road, East, and damaging silk clothing. In respect of these allegations he claimed from the opium farmers the sum of \$1,000.

Mr. M. W. Slade, instructed by Mr. F. X. d'Almeida e Castro, appeared for the plaintiff, and Mr. H. W. Looker represented the opium farmers.

At the outset of the case, Mr. Looker said he had a preliminary objection to make, and submitted that his Lordship had no jurisdiction respecting the action. The writ was issued for the sum of \$1,000 damages for the wrongful entry by the defendant's excise officers, and was directed against the Chin Wa Hong Company. By section 48, of Ordinance 21 of 1891—

His Lordship:—What Ordinance is that?

Mr. Looker:—The Opium Ordinance. It says: "If any unsuccessful search for opium has been made under section 29 or 30 of this Ordinance by the request or at the instigation of the Opium Farmer, and there is no reason to suppose that any opium in contravention of this Ordinance has been thrown away or otherwise disposed of with a view to avoid detection, the opium farmer shall replace and repack any goods which may have been unpacked by reason of such search, and shall make good any damage he may have caused thereby and the amount of money claimed for any such damage shall be adjudicated upon by a Magistrate, and shall be recoverable as a civil debt under the provisions of 'The Magistrates Ordinance, 1890.'"

His Lordship:—The effect of that section on what all claims for damages arising out of seizure of opium must be adjudicated upon by a Magistrate, and did not come within his Lordship's jurisdiction. The plaintiff's remedy was in the Police Court before a Magistrate. Although there was nothing at present to show that the search was unsuccessful—although as a matter of fact defendants admitted that no opium was found, and no seizure made—he submitted that under that section of the Ordinance plaintiff's claim must be adjudicated upon at the Magistrate and not before his Lordship.

His Lordship:—Let us hear what Mr. Slade says.

Mr. Slade replied that section 48 dealt with damage done to goods during search for opium under sections 29 and 30, but in this case no search was made under either of those sections, it was made under section 31. The remainder of the claim referred to unlawful entry into No. 173 without any warrant at all and for general misbehaviour.

His Lordship:—I have not the slightest doubt that I have jurisdiction to hear this. It is quite a different thing altogether. Any question of absolute damage to property might be arguable; but I do not think this is.

Mr. Slade:—There was a small damage; it only amounted to \$14.

His Lordship:—I overrule the objection.

Mr. Slade then proceeded to state the facts of the case. The plaintiff, he said, is the occupier of the second floors of Nos. 173 and 175 Queen's Road, East. Those two floors were connected by a doorway otherwise they were quite separate. On the evening of the 21st August last four Chinese officers entered No. 173, and were followed shortly afterwards by a European constable. The Excise officers entered without declaring their office or showing their mandate, and they proceeded over the premises and searched them throughout, turning three small children out of bed and using unnecessary severity. Two were girls, aged eight and four respectively, and the other child was a boy of six. The officers searched various boxes and articles of furniture about the premises, and in turning out a box of silk clothing one of them spilt some of the contents with wax which dropped from a candle. Meanwhile the plaintiff asked the constable if he had a warrant, and he replied "What do you think?" and when he was asked to show it, observed "You will see it fast enough when I take you up to the station." He declined to show the warrant. The Chinese had never at any time shown their mandates, as was required positively under section 6 of the Ordinance. There was no question of demand. The section says: "Every Excise officer shall be supplied with a badge bearing such sign or mark of office as may be directed by the Governor, and when acting against any person under this Ordinance every such Excise officer shall declare his office, and produce to the person against whom he acts his said badge." And section 7 says, "Every police officer when acting under this Ordinance, if not in uniform, shall declare his office, and produce to the person against whom he acts such badge as the Captain Superintendent of Police may direct police officers to carry when on secret or special service." The badges were never shown and under the Ordinance their acts were illegal. After completing the search of No. 173 two of the Chinese officers proceeded to No. 175. Plaintiff asked if they had a warrant in respect of the premises and apparently they made no answer or, at least, any material answer, and went on sea ching. He asked the constable whether he had a warrant for 173 as well as for 175, and he replied that he had not, and that he properly told the searchers of 173 to leave the premises. As he was going he produced a piece of folded paper from his pocket and said "Here is the warrant." His Lordship would see that no serious damage was suffered by plaintiff, who had no desire whatever to make money out of the action, but had brought it as a matter, chiefly, of principle in order that he might secure, as far as possible, that the opium farmers in exercising their peculiarly odious task of searching people's houses for opium, should, by their Excise officers, strictly obey the law and treat the law and the inmates of houses with consideration, as far as consideration is possible in the performance of their duty. His Lordship would see how important it was that the law with regard to the matter should be strictly obeyed, as otherwise, unless the men showed their badges the moment they entered a house, there was no security for Chinese residents against the entry of robbers under the guise of being Excise officers. All sorts of trouble might arise if the law was not strictly carried out.

His Lordship:—I decided the question about the badge many years ago.

Mr. Slade:—I did not know it, my Lord.

His Lordship:—It has to be proved that the officers did not show it.

Mr. Slade said that plaintiff asked his Lordship to award such a sum as would make it clear to the opium farmers that they must abide by the Act.

Evidence was then called, the first witness being Mr. C. D. Melbourne, of the Magistracy, who deposed that on the 21st August last a search warrant was issued in respect of No. 173, Queen's Road, East, but not with regard to 175. Other witness having been examined.

Mr. Looker addressed the Court. He said that although the opium farmer admitted no liability whatever in the present action they did not want any clothing damaged at all by their servants, lawfully or unlawfully, and they were willing to pay whatever value his Lordship thought fit in respect of the clothing damaged by wax. As a matter of law he submitted that the clothing having been damaged in No. 175, for which the officers had a warrant, there was no liability to pay.

His Lordship:—The point is, to my mind, about the alleged illegal entry into No. 173.

Mr. Looker said that having a warrant for No. 175 there was no question of any general damages, but as regards No. 173 it seemed to him, quite apart from any law, Plaintiff had contended that he suffered the balance of his damages because the police went to his house and searched his premises, and a crowd collected outside his house, and he had done wrong and lost his character and his credit. Even though the officers might not have entered No. 173 they were perfectly justified in going in No. 175 and plaintiff could not get any general damages. They had a right to go and search, and the damages could not have been aggravated if they had gone for a little while into No. 173, although his clients denied having done so.

His Lordship:—If they went into 173 he is entitled to damages if they were there illegally without a warrant. There are heaps of cases at home dealing with searching without a warrant.

Mr. Looker proceeded to submit that damages must be against the actual people themselves and not against the master. Assuming that the entry into No. 173 was a wrongful one the damages must be against the servants and not against the master. He submitted that the Excise officers were not liable for the trespass, and a master was not liable for the wilful trespass of his servants. If there was a remedy in the present action, he submitted that plaintiff should proceed against the Excise officers and the constable. There was a warrant to search No. 175 and a constable, accompanied by Excise officers, went and made the search using all the usual precautions. Plaintiff asked for the warrant and the constable maintained that plaintiff wanted him to hand it over and the constable naturally refused to do so, although he offered to read it to him. While this was going on the Excise officers had commenced the search, and a box was taken from No. 175 to No. 173 where it was placed upon a table. After a short interval the plaintiff went into No. 173 and found the box containing the contents of the search, and he submitted that the Excise officers naturally wanted to go into that house and search, but the constable would not let them do so as he had no warrant. Consequently they did not go, but as a matter of fact the defendants submitted there was opium in the box, and plaintiff took advantage of the preliminary conversation over the warrant, to get it transferred from the house in respect of which there was a warrant to that concerning which no warrant had been issued. The following day the matter was reported to Inspector Collett and it was admitted that the officers wanted to go to No. 173, but the constable refused to let them do so.

After hearing evidence in support of defendants' contentions.

Mr. Looker replied on the facts of the case, and Mr. Slade addressed the Court.

His Lordship, in giving judgment, said he could decide at once on the point of law. If there was any claim it was against the master and not against the servants. In the present action it was limited to one thing, as he mentioned earlier in the case, was there an entry into No. 173 or not? There was the evidence of the plaintiff, and the only thing against that was the statement of the constable, but he thoroughly believed what had been said by plaintiff, and considered his evidence was corroborated by that of the Inspector. On the whole, and he did not desire to make many remarks about it, he believed plaintiff's evidence. With regard to damages there was not much done, but the man was in a respectable position and it was very annoying for him to have his premises entered without a warrant—illegally. He thought the case would be met by judgment for \$100 and costs.

Mr. Looker thought it was not a case for costs to be awarded for the retention of Counsel. Plaintiff's damages were, of course, purely general, with the exception of the \$14. His Lordship:—I consider it was proper to engage Counsel. The plaintiff's character was at stake. He had to clear it, and I think he has cleared it so far as this case is concerned.

## ALLEGED MALICIOUS PROSECUTION.

ACTION IN THE SUPREME COURT.

The P. S. Judge, His Honour A. G. Wise, heard a preliminary legal objection at the Supreme Court on Thursday brought in connection with a claim for \$1,000 damages made by Su Kin Sheung, broker, of 200, Queen's Road Central against Cheung Wan Chow, of 178 Reclamation Street respecting an alleged malicious prosecution.

Mr. C. E. H. Beavis, of Messrs. Wilkinson Grist, appeared for the plaintiff and Mr. O. D. Thomson represented the defendant.

Mr. Thomson claimed that under section 36 of the Larceny Ordinance one month's notice of the action should have been given.

His Lordship said that when the matter was mentioned in Court last Friday he had only glanced at that section of the Ordinance, but he had since read it, and thought it applied to actions against magistrates and so on and not private prosecutors.

Mr. Thomson then proceeded to argue the matter, and quoted various authorities in support of his contention, observing that he had been unable to find any cases of malicious prosecution on the point. Plaintiff had sued the defendant for malicious prosecution, and evidently it was not his intention to be applying for a warrant. In a case of malicious prosecution not only had the plaintiff to prove that he was arrested and charged, but that the defendant had no proper, reasonable cause for so doing, whereas in an action for false imprisonment that was not necessary.

His Lordship observed that the cases which Mr. Thomson had been citing were all tried whereas the present action had not been heard. After further argument he said the objection did not hold good and he ordered the usual pleadings to be filed.

## HONGKONG ST. ANDREW'S SOCIETY.

At the annual general meeting of the Hongkong St. Andrew's Society held in the City Hall on Tuesday it was decided to have a St. Andrew's Ball on the 30th November. Consequently upon the Society deciding that a full report of the meeting should not be published press representatives were requested to retire, though we are at a loss to give any explanation for this unusual procedure.

# SANITARY BOARD.

PLAGUE AT NEWCHWANG.

In view of the large number of plague cases reported at Newchwang a meeting of the Sanitary Board was held on Thursday in the Board Room when the report was declared infected. There were present: The President (Hon. Dr. J. M. Atkinson, P.C.M.O.), Col. Webb, R.A.M.C., Hon. B. E. Pollock, K.C., Dr. Pearce, Acting M.O.H., Dr. Barnett, Assistant M.O.H., and Mr. G. A. Woodcock, Secretary.

The President:—The information received from the Government it appears there is a serious outbreak of plague at Newchwang, and from inquiries made I have ascertained that many ships arrive in this port direct from Newchwang, at least, without stopping at Shanghai, but coming via Chefoo. Shanghai is already declared an infected port so that all shipping arriving from there is medically inspected, and I think we ought to take the same precautionary measures with regard to Newchwang.

The Hon. Pollock:—What figures have we got, Sir?

The President:—In the *Daily Press* of the 28th ult. it intimates that over 500 cases have been reported, and I asked the Government to telegraph for particulars. The answer from the Colonial Secretary received from the Consul was "serious epidemic of plague broken out."

Col. Webb:—What time does it take to come down from Newchwang?

The President:—I think six days. I am not quite sure. At any rate it is within the incubation period of the disease. He moved that the Board recommend the Governor in Council to declare Newchwang as a port or place at which an infectious or contagious disease prevails.

Col. Webb seconded and the motion was carried.

The meeting then terminated.

## CANTON INSURANCE OFFICE, LIMITED.

The following is the report for presentation to the shareholders at the twenty-second ordinary general meeting, to be held at the offices of the General Agents, on Thursday, the 22nd October, at noon.

The general agents and consulting committee beg to submit to the shareholders the final accounts for the year 1902.

1902 Account.—The result of the year's working is a credit balance \$360,351.96, out of which, and with the approval of the shareholders, it is proposed to pay a dividend of 30% (= \$15 per share), to add \$50,000 to the reserve fund, raising the latter to \$1,300,000, to appropriate \$50,000 for the formation of a re-insurance fund, and to carry forward the balance of \$110,551.96 to the current year's account.

1903 Account.—The working of the office compares favourably with that of last year at a similar period.

Consulting committee.—Since the last meeting Mr. D. M. Moses has resigned his seat. To meet this vacancy Mr. F. Shellim was nominated and his appointment requires the confirmation of shareholders. The present members, The Hon. Sir Paul Chater, C.M.G., Messrs. D. E. Brown, F. Maitland, J. H. Lewis and E. Shellim retire, but offer themselves for re-election.

Auditors.—The accounts have been audited by Messrs. W. H. Potts and R. Chatterton Wilcox, and their re-election is recommended.

JARDINE, MATHESON & Co., General Agents.

Hongkong, 26th September, 1903.

STATEMENT OF ACCOUNT FOR THE YEAR ENDING 31ST DECEMBER, 1902.

Liabilities.	
Capital subscribed.....	\$3,500,000.00
Amount paid-up.....	\$50,000.00
Reserve fund.....	1,300,000.00
Outstanding dividends.....	7,000.00
Accounts payable.....	120,000.00
Balance of working account, 1902.....	\$60,351.96
	\$2,337,597.96

Assets.

Cash, on current account with Hongkong & Shanghai Bank Corporation.....	\$138,812.67
Fixed deposits, with banks in Hongkong.....	225,000.00
Mortgages and advances in Hongkong and Shanghai.....	1,393,756.86
Chinese Imperial Government Loan, 1886.....	51,388.10
United States Bonds (4 1/2% Loan, 1905).....	400,000.00
Interest accrued but not yet payable.....	33,610.33
	\$2,337,597.96

WORKING ACCOUNT, 1902.

To amount brought forward from last account.....	\$80,056.99
Net premium received, less returns and re-insurances.....	1,527,372.41
Exchange.....	6,830.92
Interest.....	148,068.53
Transfer fees.....	48.00
	\$1,762,366.85
By losses and claims paid.....	\$1,162,052.93
Charges, including directors', auditors' and survey fees, agents' expenses, &c.,.....	101,480.30
Commissions.....	138,101.66
Balance as above.....	\$60,351.96
	\$1,762,366.85

JARDINE, MATHESON & Co., General Agents.

We have compared the above statements with the books, vouchers and securities, and found the same correct.

W. HUTTON POTTS, R. CHATTERTON WILCOX, Auditors.

Hongkong, 26th September, 1903.

## SMOKING CONCERT

AT THE R. N. YARD.

A jovial company sat smoking in the Chaplain's room at the Naval Yard on 26th ult. and listened to a varied programme of instrumental and vocal music, arranged by the naval ratings and police of the Naval Yard and supported by Messrs. Gilbert, Campbell, Vigney, Tucker, Motherway and Parks (committee). Messrs. Cheshire and Berry having opened the concert, the Chairman submitted "The King" and the toast was received with the enthusiasm characteristic of his subjects. Then followed a long selection of songs interspersed with the toasts "Our Guests," and "Absent Friends." Those contributing to the programme included Messrs. Coffey, Gilbert, Armitage, Moore, Munge, Hoskin, Reynolds, Burgess, Rogers, Burnett, Jack, McLean, Varney, and Gilbert. At the close a hearty vote of thanks was accorded the Chairman, and all those who had in any way contributed to the entertainment.

## THE CASE OF THE "KIRKCUDBRIGHTSHIRE"

We have been favoured with a copy of the correspondence which passed in connection with the alleged acts of discourtesy towards Capt. Blance, of the *Kirkcudbrightshire*, which were fully dealt with in our columns several months since. Writing on 15th May to a person who desires to be known as "B," Capt. J. G. More, secretary of the Merchant Service Guild, says:—

"I am much obliged to you by your favour of the 3rd instant, covering press cuttings, which I have read with interest. Of course any complaint of act of discourtesy such as that towards Captain Blance, it is really much better for the Guild to receive them personally from the particular member concerned as it would naturally give them a much stronger basis to work upon. At the same time I shall be very careful to submit the same to the Guild for their consideration."

On the 27th May he wrote: "With further reference to your favour of the 3rd March last with enclosure, I beg to say that the matter has been submitted to the Secretary of State for the Colonies as to the discourtesy of the flag-bearer Master at Hongkong, and also pointing out that a position such as that held by that gentleman would be more properly occupied by one having a lengthy experience in the merchant service, and who therefore would be properly acquainted with the business of our Mercantile Marine. I enclose copy of preliminary reply we have received, as it will no doubt be of interest to you."

Downing Street,

19th May, 1903.

Sir,—I am directed by Mr. Secretary Chamberlain to acknowledge the receipt of your letter of the 13th instant enclosing extracts from the *Hongkong Telegraph* in regard to a case in which the Harbour Master of Hongkong is stated to have acted with discourtesy towards the master of a British ship. A copy of your letter with its enclosures will be forwarded to the Governor for a report. I am, Sir, Your obedient Servant,

(Signed) C. P. LUCAS.

The Secretary to the Merchant Service Guild.

## BATHING PARTIES BEWARE.

Judging by the attendance at Blake Pier each evening and the many launch loads of bathing parties setting out for a daily dip, there are very few secluded spots in the vicinity of the Island which have not been disturbed by the merry laughter from some half-submerged head as it pops up from the depths of the briny. It may, therefore, serve a useful purpose, if we mention, for the benefit of those of our readers who are in the habit of visiting the bay on the East coast of Lantau Island, mine known by the name of Silver Mine Bay, to know that a flat-topped rock has recently been discovered there. It is in the middle of the bay, about 200 yards from the beach, and has only about three to four feet of water on it at low tide.

## SIBERIA FULL OF WAR PREPARATIONS.

INTERVIEW WITH A RECENT TRAVELLER.

Sr. L. de Mendonça e Costa, director of the *Railway Gazette* of Portugal, has just completed the journey from Europe to the Far East by the Siberian Railway, and is now spending a few days in Japan before returning to Lisbon. His interview with him, and is indeed the "better half" linguistically, speaking English more fluently. In the course of an exceedingly interesting conversation, we (*Japan Gazette*) learnt something of their impressions of Siberia, and they throw fresh light on Russian movements in view of the latest political developments. The troops are everywhere, and the freight trains and depots are filled chiefly with military stores. A very noticeable feature all along the line was the number of armoured cars which the Russians have—perfect travelling forts. The travellers observed not merely one or two of these at special places, but many everywhere, forming quite a common feature of the whole line. The trucks are of the 40-ton size, built of massive timbers heavily clamped with iron, and loop-holed for rifles. Their significance is self-evident. Sr. Mendonça e Costa says that, as far as could be observed in the rapid journey, there is practically no commercial and industrial development throughout Siberia. Coming from Portugal, where every foot of the land is under cultivation and produces abundant crops of everything, they found the desolation of Siberia little less than appalling. Towns so few and far between, farms so wide apart, that the land seems almost all empty and unproductive, while soldiers constitute the predominant sign of life—this is Siberia as it seems to the keen practical eyes of the Lisbon *Railway Gazette* director.

Statistics indeed exist showing that Siberia does as a matter of fact export enormous quantities of produce; but big though the figures appear on paper, the aspect of the country is one of utterable emptiness to those who actually see it. And, taking these large statistics in their simple mathematical ratio to area, they prove quite insignificant after all. Siberia is at present a vast military parade-ground; whatever else it may be is quite secondary, and not likely to attain comparative importance for many years to come.

Of the railway itself, Sr. Mendonça e Costa takes a practical view, more favourable than those of most travellers hitherto. Generally speaking "it is a few defective, major 'marred' by a few faults, but it gets along. That is the important point. About Japan, it is most interesting to learn the views of those distinguished companions of Vasco da Gama, the pioneer of European intercourse with the Far East. They admire the Japanese more than they do the Chinese, of course, and comment on the great difference in cleanliness and wholesomeness of the two peoples, in their towns and dwellings and their persons. Peking they consider the most horridly filthy place they ever could imagine; they had intended to stay eight or ten days, but could not stand more than three, though they agree that it is a marvellously interesting city. When we mentioned that Canton is a hundred times filthier, and that Peking is a paradise of pure air and cleanliness compared with the congested and concentrated impurities of the south, our visitors nearly had a fit. At any rate, they appreciated the superiority of Japan so much the more.

The status of women here gives a very unfavourable impression to travellers from the home of chivalry, the ancient Lusitania. When they found that it is customary here for a wife to keep at a respectful distance, behind her husband when going along the streets, instead of occupying her proper place at his side, they said, very truly, "If the mothers of the race are made inferior, so is the race itself." This is a saying likely to cause a tremendous amount of angry contradiction and heated argument; but it is scientifically correct, as true and unshakable as the law of evolution itself. —*The Nagasaki Press.*

## THE MUSCOVITE PLAN IN THE FAR EAST.

Britishers in the Far East have been reduced to a state of despair by the cognizant attitude adopted by the British Government in face of the imminent destruction of our trade interests by the threatened annexation and closing of Manchuria by the Russians, their promise of evacuation in September next being naturally regarded as a mere device to gain further time for preparation as well as to sever if possible the interests of Britain, America, and Japan.

"We are unquestionably confronted at the present time," says a well-known British merchant, "by a grave crisis involving the whole future existence of our valuable commercial interests in North China. Let the British people harbour no mistaken notion that Russia attaches any serious meaning to her promises of evacuation or to her pledges about the 'open door.' In the first place she has no intention of sacrificing the enormous expenditure she has undertaken by a voluntary retirement at the last moment, and in the second place her present industrial development will need allow her to compete on equal terms with the great industrial and commercial Powers of the world. The last is the true key to the whole of Russia's political aggression in this quarter."

"It is in order to escape from this very competition in the markets of the West that she has seen her hastening across Siberia to the Far Eastern seas, where she has resolved to find her commercial and industrial salvation by the creation of vast trading preserves out of the opulent provinces of North China. If she is to have anything like a chance of founding this commercial Eldorado, which her domestic and financial position so urgently requires, foreign competition of every kind must be rigidly excluded from these provinces. They must become Russian preserves in the strictest sense of the word. Thus it is that Russia cannot afford to keep her word to those whose trade it is her set purpose to destroy, and all her promises to maintain an open door, with equal trading facilities for her commercial rivals are so much deliberate and calculated subterfuge."

"As we have permitted her to come so far without protest we are ready to agree that her expenditure entitles her to a political preponderance in the country. But we will recognise this only upon conditions embracing equal rights for our people to trade, own land, and develop mines in the country, as well as freedom to send our merchant ships and men-of-war into all or certain parts. Unless we obtain these conditions we must oppose her tooth and nail."

But mere political preponderance will not satisfy Russia without the rights of absolute possession. An important question devoted to Russian commercial interests put the case in a nutshell the other day when it said, "The Russian Government must choose at once between two courses. Either it must evacuate Manchuria immediately without incurring further expenditure, or it must annex the country, and proclaim it a Russian province."

Russia is aware that no other course lies before her. But her policy is to conceal this crucial fact and to trust to patient diplomacy, time, and the peace-at-any-price spirit in Anglo-Saxondom to effect her hidden purposes. The impudence of her pretensions is only equalled by the means taken to secure them. Money being Russia's most pressing need, she has laid hands upon the customs at Newchwang, worth £4,800 a week from British, American, and Japanese trade, as well as the Chinese western customs of the annual value of £45,000, derived chiefly from the junk trade.

While evading the payment of duty on her own trade she has secured its rigid enforcement in the case of all others. Moreover, she has now succeeded in getting a Russian appointed to the control of this important department, and Sir Robert Hart, in weakly permitting the supersession of Mr. Cecil Bower, the able British commissioner of customs at Newchwang, has excited the disgust and dismay of all British, American, and Japanese in China.

Since the triumph which Russia has been permitted to achieve our merchants and traders have been subjected in an increasing degree to Slavic arrogance, of a most intolerable kind. The Russian military authorities, who have invaded the treaty port, in order to assert their supremacy, are hampering British trade by every means in their power. If a British merchant orders native carts for the carriage of his merchandise it frequently happens that the Russians despatch soldiers to meet them and commandeer the whole for some fictitious purpose of their own. In consequence natives can hardly be got to supply carriage nowadays.

Again, British naval officers ashore have frequently been hustled and insulted by Russian soldiers, while British and American blue-jackets have constantly had to join forces for their mutual protection against similar ebullitions of hostility.

By means of pressure exercised at Peking Russia prevents the confirmation of concessions to British and American subjects, and even leases of property already granted by the Chinese. Thus Russia has in effect managed to establish the claim to a sort of veto upon any transaction between the Chinese Government and any other than Russian subjects. Appeals by distracted Britishers to their own authorities have been fruitless, and so low has British prestige sunk in the nerveless hands of its recent guardians that British merchants who have complained have been warned by the Russian authorities against repeating this offence on pain of greater disabilities than they were already enduring!

Indeed if any further evidence is needed of this deplorable debacle it is to be found in the fact that an Englishman seeking legal redress against a Chinaman finds it quite useless to solicit the support of his own national representative. The Chinaman simply treats with contempt the protests of these discredited officials at whose back is a Power with a great gelatinous mass of inertia unwilling or incapable of asserting itself.

Accordingly, a British subject is reduced to the humiliating expedient of exploiting the prestige of some other European Power. He goes to a Frenchman, a German, or a Russian, and the Chinaman, recognising at once that it is no longer a trifling matter, the case is settled, and the Britisher thus viciously obtains his rights, to the eternal disgrace of his own emasculated government.

Naturally enough Russia plays upon this state of things for all it is worth, and may be pardoned for believing that Great Britain will swallow any amount of bluff, or put up with any commercial disability rather than fight for her rights. It is this belief which caused the Crimean war, and which is now inducing Russia—little as she intends to fight—any genuine opposition—to parade a readiness to support her aggression by force of arms if need be. Although, as Russians have themselves confessed, her near Eastern interests are too vital to be jeopardised by an expenditure of her military and naval resources in the Chinese seas, Russia is ostentatiously accumulating large supplies of warlike material at Port Arthur, Dairen, and Newchwang, and is throwing up forts and earthworks in various parts of Manchuria. She is daily adding to her already large military and naval forces in China, and has long been secretly native army of Chinese under her control. The next few months will see her

not only Manchuria but Mongolia, Kashgaria, and probably Korea as well as to be enclosed with the barbed wire fence of the Russian Empire. Russia, in this meaning, has dispatched to the scene her very able diplomats, while by a singular fatality British interests have been deprived of the only personality capable of coping successfully with Russian diplomacy at a critical stage in the history of our China trade. That Sir Ernest Satow, the ablest British Minister since the days of Sir Henry Parkes, should have been withdrawn for so long a period at such a time is the worst possible proof of the inveterate management of our Foreign Office.

The present British Government has always professed an especial solicitude for Imperial interests. But this great idea cannot invariably be pursued along the line of least resistance and Imperialism will do little to toughen the sinews of Empire if we have no disposition to protect our trade and commerce from such wanton attacks as those which Russia is making in North China.

But the Muscovite has no intention of pushing his attempted burglary to the arbitrament of war. All that is needed is a firm front in conjunction with those who have interests like our own to protect. Let the British people, therefore, wake up to the realisation of what is at stake, and refuse to submit to a great humiliation on the threshold of their new Imperial aspirations.—*Sir James's Gazette.*

## THE CHINA BORNEO CO., LD.

The Sandakan correspondent of the *S. F. Press* writes concerning this company which Hongkong is largely interested as follows:—

"The shipway of the China-Borneo Co., Ltd., continues to make good progress, and the end of this year should see things in a very forward condition."



GERMAN MAIL STEAMER  
IN COLLISION

WITH THE OLD "SKRAMSTAD."

Advices from the North state that at about 9.20 p.m. on the 21st ult., the Japanese steamer *Chikima Maru*, bound from Moji to Shanghai with a cargo of coal consigned to Messrs. Wallem & Co., came into collision with the Kluantan Beacon, with the new N.D.I.S. *Seydlitz*, which left here for Japan on the 17th ult. The *Chikima Maru* was badly stove in on the starboard bow and had to be beached about two miles N.W. of the Kluantan Beacon, and it is expected that when she is lightened of her cargo she will be able to be brought into the dock at Shanghai. The N.C.D. News of 24th ult. states that the Shanghai Tug and Lighter Company have already commenced the work of salvaging the cargo, and the vessel will be patched up and taken to Shanghai for repairs. This is the second time that the *Chikima* has come to grief. The first time was when she was under the Norwegian flag as the *Skramstad* and was sunk in a collision in Hongkong Harbour, where she got mixed up with the *Tai-chung* and *Pella*. The first report of the occurrence was brought by the Indo-China Co.'s str. *Pochi*. The court of inquiry will be held in Japan. The Captain of the *Chikima* has reported the accident to his Consul, and the Captain of the *Seydlitz* has done the same to his Consul. The German mail steamer suffered little damage and after standing by the other vessel for some time to render assistance if necessary proceeded on her voyage.

## TIENTSIN.

(From Our Own Correspondent.)

September 21st.  
Only in Peking is anything doing, and then Russia keeps general interest alive by continually sending in revised editions to her demands. There is a great pretence made of treating these demands and their acceptance or refusal quite seriously though it must be quite well understood that they mean nothing but an empty formula to gain time. The Japanese government are reported to have sent in a note through the Chinese Minister in Tokyo that Japan will hold China responsible if she fails to inform Japan fully of the text of any and all demands Russia makes. But the whole position resolves itself into a question whether either Japan or England intend moving if these demands are more than usually impudent. If they do not, it simply means Russia will keep all the Diplomatic marking time over kalades-copic arrangements of her desires while she finishes the mastication of Manchuria, and by the time the diplomatic farce has worn too threadbare to hold water any longer they will turn round to find the northern territories of China have entirely disappeared, and the Southern or Far Eastern boundaries of China have taken their place.

Travellers from the Russian Dominion, otherwise Mongolia, report Russian surveying parties around Kalgan, and Chinese troops being raised by Russians, also report that Russia talks of appointing a Russian Governor to the place. They also state that the construction of the railway from Kichia to Urga has commenced. From Urga you will see quite open, flat country down to Kalgan, and from Kalgan to Peking the Chinese are supposed to be building a line, so there you are.

When not wholly preoccupied with the Russian question, the Peking official circle is much concerned with the details of the new Board's organization. There has been a mad scramble for office, and now officials are concentrated on how to make the money fly. Books are being ordered which can be remotely associated with trade and commerce; a commercial school is to be started, also a commercial paper to record commercial progress and doings abroad as well as in China. It sounds marvellous, but no one who knows China expects the slightest result.

Your readers may be interested in the following table of costs via the Siberian railway home which represents the expenses of a lady and her young daughter, not one—

Fares to Cheloo	30.00
Fares to Dalny	31.10
Boats at Cheloo, steward, etc.	2.40
Dalny Hotel	6.00
Tickets Dalny to Manchuria, 2nd class	135.00
Food on train and sundries	22.00
Tickets Manchuria to Moscow, 2nd class	117.80
Food on train and sundries	50.80
Cab and porters at Moscow	1.50
Tickets Moscow to London, 2nd class	150.20
Train German railway	7.50
Food on train and sundries Moscow to London	35.40
Steamer Flushing to Queensboro	20.00
	705.50

LAUNCH OF A TORPEDO-BOAT  
AT SAIGON.

On the 12th ult. the torpedo-boat *S 8* was successfully launched from the French Naval Yard, at Saigon. This little vessel, which has a displacement of 90 tons, is the third of her class constructed at that port. She is 113 feet long with a breadth of beam of 14 feet and can steam at a speed of 24 knots. This boat carries sufficient coal in her bunkers to cover 4,000 miles at 10 knots. Her armament consists of 2 Q.F. guns and two torpedo-tubes and she carries a crew of 23 men. No particular speed was attained in her construction, however, for her keel was laid down on the 22nd July last year; nevertheless this is a sign of the times and another proof of the go-ahead condition of naval construction in the East. Our neighbours are to be congratulated on their enterprise and its success.

## THE PHILIPPINE ISLANDS.

The reports of the British Consular officers in Philippines on the trade of the archipelago for the past year disclose an unsatisfactory state of affairs. The islands have not yet recovered from the effects of the war and insurrection; the lack of capital and labour have hampered agricultural and commercial development, for American capital has not yet been attracted thither, while Chinese immigration is prohibited; rinderpest, cholera and marauding bands have affected particular districts; and, lastly, the abnormal fall in silver has interfered with the import trade. The total exports for the financial year ended June 30th, 1902, amounted to very nearly five millions sterling, of which those to the United Kingdom amounted to 12 million and those to the United States to somewhat less. But the latter figures were nearly double that of the previous year, while the exports of all other countries but the United States have decreased, mainly because of the advantages given by American Customs legislation to Philippine products exported direct to the United States. Thus Manila hemp, which forms three-fourths of the exports of the islands, is entitled, if shipped direct to an American port, to the return of the export duty of 11s. per ton, and therefore large quantities of hemp have been shipped to Great Britain for distribution now on to the United States. Last year

hemp to the value of 14 millions sterling came to Great Britain, against over two millions sterling the previous year; while the value of that sent to the United States in 1902 was 12 millions sterling, against half-a-million in 1901. The sugar industry suffered last year from the want of capital and labour, as well as from the rinderpest (the water buffalo being indispensable for the cultivation and transport of the cane), so that instead of an average export of 200,000 tons, the export was only 91,870 tons, of which the Hongkong and Japan refiners took the bulk. The imports last year were 61 millions sterling in value, the share of the United Kingdom being less than 14 million, while those of China and the United States were less than one million each, those of India and Ceylon China being half-a-million sterling each. The cotton imports, mainly from the United Kingdom, declined, largely owing to the impoverished state of the country and the unsettled state of many districts, which practically closes them to trade. The United Kingdom holds the first place in the import trade, especially in cotton and metals, (including practically the whole of that with the United States) is under the British flag, although the coasting trade is under that of the United States.

"WILL NOT STOP IN  
HONGKONG."

Under this heading the *Manila Times* says: The newspapers of Hongkong are very much excited over the determination of the Philippine government to rid the islands of the undesirable, petty criminal class of Americans. The neighbourhood town appears to take it for granted that Manila's beachcombers will be shipped over and dumped into the coast towns of China, and the attention of the authorities of these cities has been directed toward the prevention of such an imposition. Owing to the fact that the Philippine Commission has determined to ship this objectionable fraternity to the United States and will be just as careful in guarding against the escape of any of its members to the coast cities of China as the authorities there can possibly be to prevent the landing of any of the fraternity, it will really appear that the alarm is without foundation. In fact the people of the Philippines want to purge this archipelago thoroughly of its white tramp accretion. Aside from the ethics of the question, the only safe residence will be their shipment to the United States, where special conveniences exist for handling this annoying class. The jails and penitentiaries are commodious, police force ample and with the chain-gang and plenty of hard, manual labour ahead, this element will be far less annoying in the homeland than here in China. Hongkong and Shanghai are uncomfortably near. The objectionable Americans who have become conspicuous in these cities in the last six months have done much to bring discredit to mercantile in the Orient. The fact that they would probably be in Billard prison had they remained in Manila is not considered. They are nominally citizens of the United States, and their career gives rise to impressions that are unjust if extended to all Americans. Our neighbours over there may rest easy; the government of the Philippines has no desire to further humiliate respectable Americans in Hongkong or Manila by any attempt to pollute the Chinese cities with the class of Americans that cannot be tolerated in these islands. This element must go where it will not be able to return with but little effort and where it may not be able to eke out an existence to the shame of all decent citizens of the United States who may be located in the Orient.

THE ECONOMIC CONDITION  
OF JAPAN.

A very full report of the trade of Japan for 1902 by Mr. Bailett, of the British Legation in Tokyo, has just been issued by the Foreign Office. The total volume of the imports and exports last year was £54,107,552 of which £27,739,412 was the value of imports, and £26,368,140 that of exports. These figures show an increase of £1,624,616 in imports, and £607,638 in exports, as compared with 1901, the figures of which were the highest up to then. The figures for 1902 are all the more remarkable that there were certain untoward circumstances during the year, for the grain harvests were bad owing to unseasonable weather, and the fall in silver greatly impeded the important trade with China. On the other hand, the silk crop was abundant; and the export trade in raw silk reached a height of prosperity hitherto unknown, and led to an influx of specie which removed any danger to the system of convertible notes. During the whole year the import of bullion was continuous, and was always in excess of the export; especially in the last three months of the year. At present the national debt amounts to 552 million yen, of which 190 millions are due in the United Kingdom, and the rest in Japan itself. Ten years ago the debt was 240 million yen, and in the meantime the China war indemnity of 370 millions has been paid and absorbed; meanwhile the ordinary revenue has increased from less than 85 to over 226 million yen; in other words while the debt has increased 130 per cent, the revenue has increased 161 per cent. Of the imports raw cotton was over 14 millions sterling, cotton goods 13, metals nearly 4, woolens goods over 1, machinery and instruments nearly 13, sugar nearly 13, kerosene over 14, rice over 14, and oil cake over 1 million sterling; while in exports raw silk amounted to nearly 84 millions, tea to over 1, silk goods to over 3, cotton yarn to over 2, and other manufactured goods (of which matches, mats, straw plaits, porcelain, cigarettes, and cotton goods were the chief) to over 4 million sterling. The cotton tissues exported amounted to about 4 million sterling. The coal exported was valued at just over 14 millions, and the copper to over one million. The exports have increased from less than 17 millions in 1899 to over 264 millions last year. Of the enormous import of raw cotton, very nearly half is from British India, while China and Korea take the whole of the exported cotton yarn.

The total trade of the British Empire with Japan last year amounted to 164 millions sterling, or about 30 per cent of the whole; the proportion of imports being rather less than 40, and of the exports about 20 per cent. The share of China rather more than 15, and of Germany and France about 6 per cent each. Trade with India is growing and now (owing to the large imports of raw cotton) nearly equals that with the United Kingdom, the figures being:—United Kingdom £6,912,080 (imports to Japan £5,141,327), India £5,550,282 (imports to Japan £5,034,999). Mr. Bailett notes that the Government iron industry at Wakamatsu, after costing over 2 millions sterling, has not proved successful, and will require a further heavy expenditure—the original estimate having been £400,000. A committee of inquiry into the matter recommends the Government to transfer the enterprise to a private company, free of all cost, and to guarantee interest on the capital of the latter. He also mentions that of 33 railway engines, for which tenders were invited last year, 15 fell to Great Britain, and 18 to America. The introduction of foreign capital has been much discussed in Japan of late, and

though the need is as pressing as ever, the obstacles still remain. The vexed question of land tenure for foreigners creates a difficulty, but apparently the most formidable obstacle is Japanese jealousy of the foreign capitalist having equal privileges with himself. Baron Iwakaki, one of the leading and most generally respected business men in the country, recently published a letter on this subject which attracted much notice. After drawing attention to the great sense of personal responsibility which seems to inspire business men in European countries as compared with Japan, where no sense of responsibility at all seems to exist, he goes on to say that though himself not adverse to the introduction of foreign capital he would have the nature of the undertakings, in which it might be invested, limited. Enterprises, for instance, like railways, gas works, electric lights, &c., of the nature of monopolies, are, he asserts, so closely connected with public interests that they may in a sense be considered as public undertakings, and, in his opinion, the law has not yet come when foreigners may be allowed, in return for the money they advance, to have absolute control of them. In the present state of Japan's progress, when general bewilderment, lax discipline, and no sense of responsibility characterize the actions of both shareholders in concerns, and those in charge of them, there might be ground for apprehension should foreign capital be introduced without limitations, lest foreigners seize the power of management of enterprises and use it for their own ends.

Last year shipping to the extent of over 114 millions tons entered the Japanese open port; of this the British ships amounted to 4,157,879 tons, Japanese to 432,572 (counting only Japanese vessels engaged in foreign trade), and German to 1,230,297 tons. In 1898, out of a little over 8 million tons, over 4 millions were British, over 2 millions Japanese and 695,497 German.

## THE TOKYO HARBOUR SCHEME.

The Tokyo Harbour Construction Committee, appointed to investigate the scheme for the construction of a harbour for the capital, has at length decided upon a general plan of work, says the *Kobe Chronicle*. The cost of the great undertaking is estimated at ¥23,500,000, which sum will be raised by the issue of bonds, a municipal tax, and a Government subsidy. The total cost will probably amount to at least ¥28,000,000, including the interest on the bonds. So far as the scheme has been put out to present, of the total sum, ¥16,000,000 will be raised by an issue of bonds, ¥5,000,000 by a Municipal tax, and ¥7,000,000 by a Government subsidy. The harbour is to be finished in ten years.

## THE STRAITS CURRENCY.

During the discussion, following the Chairman's speech at the half-yearly meeting of the Singapore Chamber of Commerce, Mr. Huttenbach, in dealing with the currency question, said that now the Chamber had left the matter to the Government it must be left there, meaning that even though a mistake had been made, it must now be left alone. Personally, he was strongly of opinion, for what ever that opinion was worth, not only that a mistake had been made, but that it was a mistake which threatened the whole trade of this Colony. We were placed in a very different position to that occupied by ports on a continent, because such ports, in the event of difficulties occurring, could get their trade back, but in the case of a port situated as Singapore is the trade, having once been shifted away, could never come back. If it could clearly be shown that there was a mistake made, not shown dogmatically but the production of what he might call the bacillus of the disease—then there might be a chance of the Chamber still moving, and since the resignation of Mr. Chamberlain had taken place, there might be all the more chance of this decision being revised. On the other hand, if it were a dictum laid down by the Chamber that such a port, in the event of difficulties occurring, could get their trade back, it must not be budge, even though with open eyes it saw the creation of generations broken down, then there was nothing more to be said. He did not think the Chamber was committed. He did not quite understand the attitude of the Chamber; it did not seem to have really done anything in a matter which should have engaged its attention most. It was true that the Committee had passed a resolution upholding the principle of fixity, but they had not accepted the scheme in detail. They could not have accepted it, because as he read the Articles of Association, a matter concerning the trade of this and the outports had to be passed by the whole Chamber, not by the committee. If the Chamber now liked to take the matter in hand, his wholehearted and weak might be at its service that the matter might be argued to the bottom and a conclusion arrived at. There were many matters on which such argument was desirable. For instance, the prohibition of importation of coin bill now put forward could be rendered useless at once; what was to prevent a couple of hundred thousand dollars being imported over the frontier of Kedah?

The Chairman pointed out that the resolution passed by the Committee was subsequently approved by the whole Chamber as embodied in the Report for 1902. He would only like to add, in connection with the Advisory Committee on Currency, that there was no secrecy at all about their deliberations. The conclusions arrived were open to any member of the Chamber, and the members of the Advisory Committee would be only too glad to receive any suggestions from Mr. Huttenbach as to the dangers he had indicated. The Advisory Committee would be only too glad to bring such suggestions before the Chamber and if necessary before the Government (hear, hear).

Concluding his remarks in an interview with a representative of the *Straits Times*, on the Ordinance prohibiting the import of coins into the Straits Settlements, Mr. Huttenbach observed:—"In any case the passage of this measure marks a turning point in the prosperity of the Settlements, and it may mean the end of that prosperity. The responsibility is a great one. Whose is it? On whose shoulders must it rest?—On those of the Commission who left the decision entirely to the people and Government of the Straits Settlements?—on those of the local Government?—on those of the public? on those of the entirely unconstitutional Advisory Committee of the Singapore Chamber of Commerce?"

Whoever may ultimately have to assume this burden, however, it is not yet too late to modify the measure to suit the requirements of local commercial interests. The many who believe in the watch-word "The Hinterland with the Straits" have still time to organize, act, and save the situation.

on the part of shopkeepers and others to get rid of the suspected coin. The change that one receives has a marked tendency to consist largely of Mexican dollars, while what may be termed the British dollar withdraws into an unmerited seclusion. The Banks, of course, have long since turned their faces against the illegitimate speculation of money-mongers, and it is well impossible now to get money placed on deposit receipt. Another aspect of the position, one that does not affect all, however, is the disinclination of the Banks to issue anything but silver dollars in return for cheques, even for large amounts. A cashier at the end of the month, for instance, requires \$3,000 in order to pay the salaries of the employees. Unless he has a fairly large share of the guile that is supposed to belong to the serpent he may find himself sadly inconvenienced by the policy of the Banks. Certainly, the Banks will cash his cheque; but they will give him \$3,000 in silver for it. Here is a forenoon's work in counting the money alone. One local cashier got over the difficulty of dealing with these piles of silver by straightway placing the \$3,000 cheque to his own account and issuing his own cheques to the employees. That threw the burden of distribution on the Bank and, needless to say, it was not long before a compromise was arrived at, the Bank, it is stated, agreeing to cash the cheque with \$1,500 in notes and \$1,500 in silver.

But these are merely minor worries that have cropped up on account of the general uncertainty that marks the situation. There is the effect of the new Bill to be considered. To the opponent of the Bill it is pointed out that it is not a new Bill at all. It has been in force, we are told, for twenty years. But there is the radical difference between the old law and the proposed one. Whereas the Governor has the power to prohibit the importation of foreign coins which are not legal tender in the colony, it is now proposed to extend that power to the importation of any kind of coin, as well as to the exportation of coin that is legal tender in the colony. It is added by the champions of the Bill that such powers would only be exercised when a sufficiency of Straits Settlements dollars had arrived in the Colony. For example, the importation of Mexican dollars would be prohibited, but, as has already been said, the circulation of these coins already in the Colony would be allowed to continue until there were British coins sufficient to meet all requirements. Then the Mexican dollar would be demonetized. With the demonetization of the Mexican dollar any inclination there might be to smuggle the "foreign coin" into the Colony would be destroyed. That coin would be merely worth its value in silver, which is at present considerably less than its value as legal tender. It is further argued that no canon of saints would be required to prevent smuggling because it would not pay anybody to smuggle demonetized money into the country. As the matter stands, however, the position is full of possibilities.

## THE "BANKA" ASHORE.

AN UNCHARTED REEF.

Captain Backhouse of the British steamer *Banka* running between Singapore and the Natuna and Anambas Islands, reports that on Sep. 13 his steamer left the latter place for the former. The following day he sighted Peak Island, but a strong southerly wind arose and heavy rain obscured the land. The *Banka* was slowed down and the course altered to the North. Later the weather cleared and the *Banka* was set north-east. Shortly after the steamer struck heavily on an uncharted reef and remained fast. A few minutes later the heavy seas prevailing forced the ship right over the reef into deep water. At this time Peak Island bore N. 40. deg. W. and Burong Peak S. 60. deg. E. As the ship was not water Capt. Backhouse proceeded to Banganang, Natuna Islands, and here got the cargo out of the steamer and thoroughly examined her. The ship's bottom under the after hold was badly dented as it also was under the engine-room. Several of the propeller blades were also broken, but as no assistance could be obtained at the islands and the ship was not leaking the Captain decided to return to Singapore.

The *Banka* is an iron built vessel, constructed by Messrs. Riley, Hargreaves & Co., and it speaks well for her strength that she was not more seriously damaged from the great strain sustained by the hull. The owners of the vessel are Teo Hoe Lye & Co. and at the time of the accident she was laden with copra.—S. F. Press.

## LEPROSY IN SIAM.

Siam is almost the only country in the world that does not isolate its lepers. Mankind have had a very extended experience of this disease, and isolation has always been deemed necessary for the general welfare of the community. Consequently, in Siam leprosy exists and flourishes. The one who at all conversant with the disease can fall to exclaim, "as he walks along the streets, especially if he goes through Samprang; and in many instances, no doubt, the poor creatures affected are not aware of the nature of their affliction. In consequence of this carelessness, the disease is bound to continue to be prevalent, and it is greatly to be feared that no preventive measures will be taken till some person high in authority contracts the disease in his own person or immediate family. Then the danger will be realized. No one is safe from contagion; and in employing a servant few people can be sure that they are not securing one of those unfortunates. The danger which that implies to the family of those employing him, should be evident enough. At times the attention of the State is called to the fact that people of their acquaintance are employing servants whose immediate family are lepers.

The Hospital Department is at present considering the advisability of segregating lepers on an island in the Gulf, where they can be isolated from the general public. In this way Siam will take another step forward in civilization. At present lepers are making cake and other Siamese food and selling it in the market; they are handling money in daily use by the general public, and are doing many other things calculated to spread the contagion among the people.—Bangkok Times.

PROPOSED NEW STEAMSHIP  
LINE.

A wire to the *Rangoon Times* from Madras says the "Societe Venezia-Adriatiche Navigazione A.V." in contract with the Italian government, have started a regular line of cargo steamers with departure monthly from Venice, Ancona, Brindisi, etc., which will call at Colombo, Madras and Calcutta. Sailings from Venice will commence on the 15th inst. Steamers will load home-wards from Calcutta to the Italian ports mentioned and if necessary to Trieste and Fiume. They will call at Madras and adjacent coast ports. The company has been subsidised by Italian government with a view to develop trade between the Adriatic and India and, later on, it will be extended to the Far East. The agents for Madras and the coast ports are Messrs. Best and Co.

## THE ISLAND QUESTION.

The British North Borneo Herald of 16th ult. says:—We have refrained hitherto from commenting upon the recent action of the American Government in the Philippines with regard to the islands of Taganan, Beguan, Bakungan, Langkayan, Boan, Sibang, Lihuan, Pulo Gaya and Dinawan in order to avoid any semblance of rushing into print for the mere sake of being first in the field with startling and alarmist information. Now that the subject has been referred to by the Court of Directors at the half-yearly meeting of the Company held on the 21st July, the position of affairs need no longer be withheld from our readers. In the first place it may be as well to state that such expressions as "Yankee Grab," "American Annexation," "American Seizure," which we have read with regret are as far from describing the situation as our contemporaries are wanting in tact and circumspection. The Press, we notice, is inclined to take an exaggerated view of the matter and to place undue importance upon the action of the American Authorities. We may state at once that all that has taken place is that Lieutenant Francis Boughner, U.S.N., commanding the U.S.S. *Quinn*, visited in May a number of islands which he thought to be and describes as belonging to the United States. In his letter to the Officer-in-Charge, Sandakan, he reports that on his visit to one of the islands, Great Bakungan to be precise, he found the Chartered Company's flag flying over a house there. This circumstance, Lieut. Boughner, is due to a misapprehension and he accordingly went to the trouble of initiating Panglima Dukung, the paid Chief there, into the doctrine of the three marine league limit, gave him a flag of the United States and posted a tablet on the island recording the visit of the ship.

Lieutenant Boughner's action, which was quite in order, has now given rise to question of the ownership of the islands mentioned in the above paragraph. The purchase of Cayyan Sulu by the American Government fulfils the three marine league contention as to right of ownership. The history of the two islands most remote from the mainland of British North Borneo, viz. Taganan and Beguan, affects the situation in no small degree and may be taken as an example for all the others. The chief argument employed by the Chartered Company which is not anxious, for strategic reasons, to surrender its claim to the islands is that they have been administered as portion of the Company's Territory, without protest from the Sultan of Sulu, ever since the original concession was granted to the Chartered Company by His Highness, which is a matter of some twenty years. In 1900 the Sultan, anxious to raise a loan, quite indifferent as to the ownership of a few small distant islands over a hundred and eighty miles away from his country, and quite at sea as to the illegality of his claim to them after all these years of absolute abandonment, sought an interview with the Governor of Singapore and attempted to establish his right to them as part of his possessions which he had never alienated to the Company. The claim was very properly referred by the Court to the Foreign Office which suggested that the Company should open a negotiation with the Sultan with a view to the surrender of the islands by the latter outright to the Company. His Highness, however, brought the matter to a sensible light. About two years after these events had taken place the Sultan of Sulu applied for an advance of his Cession Money and in granting his request in part the opportunity was taken to again refer to the question of the surrender of the islands to the Company as a *quid pro quo* for the cash advance. His Highness's reply was both tardy and unaccommodating, the most of Cession Money asked for the two islands being a ridiculously large sum per annum. The matter was allowed to drop, at the wish of the Court of Directors who preferred not to raise any question as to the ownership of the islands. This brings us up to February of this year.

April last His Highness the Sultan, on his way through to Singapore expressed his willingness to settle once for all the island question and His Excellency the Governor who was absent at Jesselton authorized Mr. Cook, Finance Commissioner, to make the best arrangements possible. Accordingly Mr. Cook drafted an agreement which His Highness signed in which all the islands were specified by name. The agreement is a ratification of the view of the matter always held by the Chartered Company that the islands from Banguey to Sibuco do belong to them by virtue of the exercise of twenty years' undisturbed jurisdiction over them and that it may be understood that they were included in the original Treaty. The terms of the agreement are eminently satisfactory to the Chartered Company.

For the present the question is one for diplomacy and negotiation. It is doubtful whether America wants the islands. They are only valuable to us from a strategic point of view and so long as Great Britain possesses them by right of occupation confirmed by the original owner, the Sultan of Sulu, America will doubtless be contented. In these times of keen competition for the occupancy of positions of strategic advantage all over the world it is well to make certain of the legal ownership of these "derelict" islands as Mr. Cowie aptly describes them. The occupation of Taganan, for instance, by a Foreign Power other than America, with whom, thank God, we are on terms of international good will and friendship would be extremely undesirable and it is highly regrettable that the whole question with which we have been dealing was not definitely settled years ago. In the meantime we may rest assured that the Foreign Office will support our claims and that the Government of the United States, through the Southern Philippines, will be willing to withdraw their claim to those distant islands that could only, by any possible conception, be of use to them in the remote chance of North Borneo falling into the hands of a Foreign Power.

DEATH OF A WELL-KNOWN  
PARSEE GENTLEMAN.

News reaches us of the death of Khan Sahab Eddules Rustumjee, a well-known Parsee gentleman of Ahmednagar (India), head of the firm of Messrs. Cursetjee and Sons, Vice-President of the Ahmednagar Municipality, Secretary of the Lady Dufferin Charitable Fund, Member of the Local Board, Secretary of the Gavarshan Institute of Ahmednagar, and Hon. Secretary of the "Parsee Anjuman." He rendered long and valuable services to the Government along with his uncle, Khan Bahadur Nusserwanjee Cursetjee. He showed his ability in combating the epidemic of plague and was untiring in his endeavours to alleviate the distress of the poor during the famine period. In recognition of his service he had bestowed upon him the title of "Khan Sahab" by the Government on the occasion of the accession of H. M. Edward VII to the Throne.

He died on Friday, the 4th ult., at 3 p.m., the cause of his death being heart disease. His funeral took place on the next day at 8 a.m. and was largely attended by the Military and Civil officers and hundreds of citizens.

## THE JAVA SUGAR CANE.

In Java, special studies are directed towards the discovery of the best methods of cultivating and propagating the sugar-cane; and an interesting account is given by Mr. J. D. Kobus in the current *Journal of Tropical Agriculture* (Paris) of the result of these studies up to the present time. That many valuable results have been obtained is evident from the article. The various directors of the work that need cane can be raised, that plantations can be established even at an altitude of 2,000 feet, and that a much higher product may be obtained by attention to the chemical action of the soil, the eradication of disease, especially of that disease called "serch," and by proper selection of the plants. The writer himself states that he has been engaged in the sugar-cane, while he is also studying the values of soils and manures. At the West Java station, the manufacture of sugar, in the widest sense of the term, and laboratory work are occupying attention. Large quantities of seed-cane are cultivated, and slips or cuttings obtained and the best distributed among the planters. On the experimental plantation over 200 varieties of cane-seed are dealt with. Among these varieties there are some, it is stated, which are not affected by the "serch" or the "canker," the two evils that threaten the existence of the plant.

LOSS OF THE FRENCH  
STEAMER "AMIRAL GUEYDON."

News reaches us of the total loss of the French steamer *Amiral Gueydon*, which was first when off the Arabian coast on the 6th July last. This vessel belonged to the Cile de la Reunis of Havre and, at the time of the accident, was on her way out to Haiphong with a full cargo. She was a comparatively new steamer, built in 1901 for the new Eastern line of the Company, whose operations had previously been restricted to the South American and West African Coasts. A *Harper* wire from Paris, of the 24th ultimo, announces that only one of the crew is missing, the *Amiral Gueydon* was last seen, in a gutted and sinking condition, off the coast of Socatra by a passing British vessel.

HAWAIIAN SUGAR  
REFINERY.

A Honolulu wire says that local sugar planters do not take kindly to the idea of a sugar refinery being established there, the chief objection to the proposition being that refined sugar, transported to the continent in bags is very likely to spoil and if boxes or barrels are used the cost of the package would be so large as to greatly diminish the profit of such a venture. The planters also say that the California market is insufficient to warrant the erection of a refinery simply to supply the market. Most of the raw sugar now leaving there to go to the Atlantic Coast via the Horn, and in shipping in this manner planters are enabled to realize a profit on their product which, they argue, would be lost should the sugar be shipped from there in a refined state.

## AN EXCITING TRIP.

One of the crew of the Union Company's steamer *Walthora*, which was recently sold to an Eastern company, writing from Penang to an Australian journal, gives some interesting particulars of the trip from Port Chalmers. According to a report in a Dunedin paper, the writers says the *Walthora* was in a frightful muddle on leaving port, but for the first two days the crew experienced fine weather, which gave them an opportunity to make things shipshape. On the third day she rolled with the increased sea, and groaned most pitifully. However, after being mercilessly jumped about, she arrived at Newcastle (New South Wales) and loaded coal for Penang. While proceeding with the loading, a sailing ship barged into the *Walthora's* stern, carrying away her flagstaff and half the wheel-house grating, also tearing out one of the ports and entirely demolishing one of her plates. The second mate just managed, by a quick movement, on the principle which every true seaman carries out to the letter—one hand for the owner and one for himself—to jump clear in the nick of time. Things then went forward with the loading in a pretty lively manner, and at last the boat left the second and final port of the journey at 7 p.m. As soon as the bar was crossed it was noticed that the poor old *Walthora* was labouring frightfully, and upon search being made by the third mate (who, by the way, in addition to his own duties, is found that the water was pouring in through the holes which had been originally meant for the discharge from the sink in the steward's bar. Back to Newcastle the *Walthora* travelled as fast as the engines could carry her. After being fixed up and inspected by the representatives of the Navigation Department, she again set sail, this time only to be met by a far worse calamity. In the middle of the night, when all were wrapped in slumber, a hum of scared voices warned the men that all was not as it should have been. The writer immediately jumped out of his bunk, and on putting his head just above the stowable cord and hear the water rushing from side to side in a way to make even the boldest feel uncomfortable. There were the engineers working away, with the water up to their armpits. After getting safely into port it was found that some large pipe connected with the engines had burst, with the result that there was a free flow of water, with too much force behind it, to allow of its being stopped up. She was again fixed up, and proceeded on a voyage which was varied by nothing of interest. "Hawaiian," as the writer signs himself, wishes to remark upon "the true British pluck" of the following officers: Mr. H. de, second officer; Mr. Wathey, third officer; Mr. Mitchell, second engineer; Mr. Dunwoodie, third engineer; and Mr. Sinclair, fourth engineer.

## A WELL-TO-DO ALLY.

The financial stability and prosperity of Japan is a subject which for every Englishman possesses much more than a merely scientific interest, and the report on the trade of the country drawn up by an officer of the British Legation in Tokyo and just issued by the Foreign Office is consequently a document which is worth close attention. It may be asserted at once that these authoritative figures do not at all bear out the wild statements frequently circulated by interested parties or mere purposeless sensation-mongers that Japan's financial position is hollow and insecure. It is quite possible to point out instances of commercial undertakings in which the marvellous receptiveness and enterprise of the Japanese character has been accompanied by equal caution and solidity in execution. *Nov omnia parum sunt omnia*. But to argue from this that Japanese finance is a nothing and a paper fabric, the misplaced pessimism of the counterparty of the naive style of domestic architecture, is to form a completely







[illegible]

gether with the necessary material for these  
into the Transbaikal, where they took  
in the manoeuvres conjointly with the  
different garrisons in this region. The  
operations terminated, the men were taken  
back, by the same means, to their starting  
points, without a hitch having occurred on  
any way or any delay being occasioned on  
the railway traffic service. This experiment has  
shown with what facility Russia can concen-  
trate troops in the Far East, thanks to the new

Oaks contemporary reports that the Capt. of the P. & O. steamer *Bernes*, on arrival Moll on 19th ult., applied to the police authorities for assistance to deal with the riotous conduct of about forty Indian seamen on board. The *Kobe Herald* says that fears were entertained that several of the crew would desert. "Nothing in the nature of a riot was apprehended. So far as the *Herald* learns, the *Bernes* for now stands

Bengali crew this voyage, instead of taking the requisite number of hands at Bombay and the Bengalis are not particularly fond of work. Owing to this a number of the men left the ship at Singapore--forfeiting a considerable sum of money as wages, by the way--and at this port others were shipped in their place for the voyage to Japan and back to Singapore. Evidently, the P. & O. skipper was on more of a precautionary than a repressive and punitive nature.

in the late 19th century, an interesting account of an audience with the late Pope Leo. In the first volume of reminiscences of the late Sir George Bowen was an Irish Protestant, he got on well with the Catholic Bishops in Australia, New Zealand, and other parts of the Empire. He also an accomplished linguist, and his conversation with the Pope was carried on in Italian. His Holiness began with a reference to the reports from colonial Bishops, but periodically to the Vatican, several of whom were highly of the services rendered by Sir George. The Pope thanked his visitor for his goodness, and Sir George rejoined that he was carrying out the instructions he had received.

ed from the Imperial Government. His niece added that he had every reason to be satisfied with the good relations between the British Government and the Catholic ecclesiastics all over the Empire. "While speaking," says Sir George, "his Holiness held in a gracious and paternal manner the hand of his youngest daughter, a girl of 12."

...ment Civil Hospital, deposed that the man was admitted on Sunday at 6:30 and that he said she had been "kicked." There was a slight wound, the size of a sixpence, on the left side of her back. She was discharged the following day. He did not think the wound in question was caused by a kick, but probably from a stick, such as the handle of an umbrella, or a small bamboo. He said he was on duty on the *Pomona*, and saw several loafing couples amongst the natives on the beach. He did not see any one and went down to clear them away. He saw an away except one whom he got hold of and tried to "hoist" him off the boat, but missed and saw accidentally. Richard told him that

attended to her, and was subsequently  
by Captain Morrison that he was wanted  
the police. His Worship agreed that it  
an accident on his part, but said defendant



POLLARD'S Lilliputian Opera Company are doing exceptionally well in America, and latest press criticisms to hand speak most highly of their performances. We learn that their work has progressed and is much more finished than when they were seen here formerly. "The children enter into the nonsense of the musical comedy with freshness of feeling," says one paper, "and the naivete of childhood and the evident enjoyment of the parts they play communicates itself to the audience."

NOTWITHSTANDING the exceptional difficulties which beset access to the hills beyond Gilgit, Lord Kitchener, Commander-in-Chief in India, has managed to visit both the Kilik and Muntaka passes, which lead to the Pamir region. The party crossed the Ratur glacier, which had been recently reported impassable for men on foot, with the loss of one pony only. His Excellency was expected back at Gilgit on the 12th inst. Thence he goes on to Hital, either by way of the Darkot pass or the Shandur.

In his report on the Federated Malay States for 1902, H.E. the High Commissioner says that the prospects of rubber are so good that, unless some unforeseen disaster happens, the future is full of promise for those who have taken up this cultivation. The area at present under rubber (principally the Para variety) is given approximately at 16,000 acres. The Sugar Estates have done well, and will continue to earn fair profits so long as their machinery and methods of treatment are kept up to date.

JACK GLENISTER, a swimmer of some local celebrity in New York, attempted the passage of the Whirlpool Rapids at Niagara. He no sooner entered the water than he was hurled from side to side, buffeted about in the swiftly-flowing current, and badly battered on the rocks. A mile below the spot at which he entered he was taken out, when it was found that he was very badly bruised, and was bleeding in some places, but none of his bones was broken. He was delivered, and is at present in a Buffalo hospital, attended by physicians.

TOKYO newspapers state that there is a prospect of commencing the long-discussed project of a coal trust for Kiushu. The great coal-mining firms have come into the combination, and already the three prefectures of Fukuoka, Nagasaki and Saga may be said to be pledged. The other sections of the island will doubtless follow. This idea was mooted several years ago, but whether the time was not then ripe or whether, as many people alleged, the proposed union of the trust were not all sufficiently trustworthy, the scheme did not materialize.

THE output of sand gold in the Hokkaido, Japan, has shown a remarkable increase of late. The production in 1890, when the existence of the gold was first discovered, was only about 600 manna, which gradually increased and rose to about 3,425 manna in 1894. The output has gone up with a bound since 1900, in which year the gold-dust was discovered in Yesso and Sobuchi, and the output last year amounted to about 15,500 manna, an increase of about eight times the output in 1900. Gold is most largely produced in the provinces of Ishigari and Kitami.

WITH regard to Korea's budding navy, consisting at present of one vessel, the *Korea Review* says that on August 1st the Minister for War sent a memorial to the Emperor in which he objected to the proposition that the war vessel recently purchased from Japan be used for trade purposes. The Minister further drew the Emperor's attention to the fact that Korea, being a peninsula, had special need for a navy. Years ago, in fact, she possessed a large fleet, and now this fleet was the beginning of an effort to establish the nation on a strong naval basis such as was the case long ago.

TO-DAY the Federated Malay States have a revenue of \$20,000,000 and an ordinary expenditure of a little over half that sum. They have 340 miles of excellent railway yielding a good income; they have 2,000 miles of roads; over a thousand miles of telegraphs; schools, hospitals, prisons, water supplies to all large towns, and an administration which comprises many capable and devoted officers. They have also a highly efficient and completely equipped regiment of Indian soldiers under British Officers. They have a trade worth ten million sterling per annum, a credit balance of ten millions of dollars, and no debt.

It is satisfactory to learn that the North Borneo Trading Company is not only capable of undertaking the construction of small wooden vessels, but also, in several cases that we know of, notably that of the steam lighter *A. J. Scutcheon*, to give complete satisfaction, after they have been put to a crucial test, to their purchasers. Mr. J. T. Maddy, to whose order the pearling-schooner was recently built, informs Mr. Altman in a letter dated 10th 3rd September that "the *America* performed very well and her speed is remarkable. We had some bad weather but everything went along very nicely and proved her ability to weather a stiff gale. We have the best diver in Jolo and can have our pick of crew on account of superior accommodation."—*B. N. B. Herald*.

THE United States District Judge Mr. de Haven has handed down an opinion in the matter of the application of the Pacific Mail Steamship Company for limitation of liability for damage caused by the wreck of the steamship *Rio de Janeiro* outside the Golden Gate on February 22, 1901. As the vessel was a total loss there was nothing but the freight and passage money pending out of which to pay the claims, and the liability of the company was therefore limited to \$2,847 with interest from March, 1901. In commenting upon one feature of the case, the Court said: "It is manifest that the damage must be greater where the deceased left wife or child than if he only left collateral heirs. As to the claims for loss of baggage made by the administrator of the estate of Sarah W. and Naomi Wakefield and of Letitia Aldrich Wildman the evidence as to the actual value of the baggage is not very satisfactory and the claims are grossly exaggerated."

WE are in receipt of a communication from Mr. J. M. G. Penino, in which this gentleman asks that the authorities should find some means of warning owners of stray dogs when these animals have been impounded by the police, in due time to prevent their destruction. Our correspondent states that, when visiting the dog-compound at the Western Station last week, he was struck by the pitiful aspect presented by a number of canine wails chained up close to a bullet-riddled, blood-stained wooden case; these grins and unmistakable signs proving it to be the pretentious chamber of the unclaimed "friends of man." Mr. Penino states, with some reason, that many inhabitants of the colony are so constituted with Ordinance 14 of 1845 and, in consequence, neglect to apply to the right quarter when their dogs are missing, and these unfortunate animals are slaughtered before their masters have had time to rescue them. The writer makes an appeal to Mr. E. J. Hewson, the praiseworthy promoter of the Society for the Prevention of Cruelty to Animals, and it would seem that the subject is well worthy of his attention.

THE *Strait Times* says that the rumour which gained currency here "that the next step in the course of the Straits Settlements Government to carry out the recommendations of the Straits Currency Commission is to fix the value of the dollar on a fixed ratio with the sovereign" is unfounded. When the above statement was shown to the Colonial Treasurer of the Straits Settlements he remarked that there was absolutely no foundation for the rumour.

TWO Chinese lunkongs had an excited quarrel at about 2 o'clock on Monday in Queen's Road East. One of them struck the other on the face with his fist, and his adversary drew his sword. An Indian constable intervened and separated the combatants, who then proceeded to No. 2 Police Station to report the matter. The officer in charge heard their respective tales, and sent them out on duty, and subsequently charged them this morning for misbehaviour in the street. At the Magistrate's one had to pay \$20, or one month, while the other got off with \$15, or the like alternative.

H. E. KO FENG-SHIH, retiring Governor of Kwangsi and Governor-designate of Kwangsi, handed over the seals of the former post to his successor at Nanchang, H. E. Hsia Shih, on the 10th inst. The latter will be remembered by foreigners in Chungking, Yenchow province, as Tantai of that city in 1898. H. F. Fong-shih, after handing over the seals of the Kwangsi Governorship, is expected to leave Nanchang for his new post in Kwangsi province almost immediately owing to urgent telegrams from Viceroy Tsen Ch'un-hsien, who is naturally exceedingly anxious for the former's presence in Kwangsi.—*N. C. D. News*.

ON the 2nd ult., 10,450,000 silver coins, aggregating \$928,650, were shipped from the United States Mint to New York, where they will be placed on board a steamship and taken to Manila. The coins were packed in 330 heavy wooden kegs, each weighing 300 pounds when filled. The shipments comprised 210,000 pesos, \$105,000; 1,600,000 fifty centavos, \$400,000; 2,350,000 twenty centavos, \$235,000; 3,500,000 ten centavos, \$175,000; 35,000 five centavos, \$8,750; 60,000 one cent, \$6,000; 850,000 two centavos, \$17,000. It was officially announced that further consignments of money for Philippines would be temporarily suspended until the mint employees caught up on the coinage of minor and subsidiary money for the full trade in the United States.

A RECENT Reuter's telegram announced that the present depression on the London Market was due to the critical situation on the New York Exchange. It appears that the 20th ultimo was a memorable day in Wall Street, and that there has not been a disastrous panic in the Street has been due entirely to the conservatism and watchfulness of some of the biggest houses, which have advanced money to shaky but responsible firms to tide over their difficulties. The panic is the result of the frightful shrinkage in values which has taken place during summer. With the resumption of activity in financial circles after the summer solstice has come the inevitable counting-up. When the market closed it was predicted that there would be failures on the morrow.

CAPT. Gordon Casserly, of the 20th Bombay Infantry is well known in Hongkong, and his many friends will be interested to learn that he has written a book relating to the last Chinese war. In *The Land of the Bixens* Captain Casserly has written as he sees things with a soldier's eyes and, in describing a particular place, he almost always considers it briefly from its vulnerable points—where an artillery could best be placed or troops maneuvered to advantage. In it he has traced the marvellous development in arms, navy and manufactures which Japan has made, and says that all Japan has become China may yet be, and more. He shows that the Chinese who inhabit Hongkong and elsewhere as merchants, shipowners, professional men, prove it.

WE have already referred to the establishment of a Japanese Consulate at St. Petersburg, and now learn that it is the direct outcome of the visit which was paid last year by M. Shemura, Secretary to the Japanese Ministry of Agriculture and Industry, and which contributed much to the institution of more regular commercial relations between Russia and Japan. The Russian commercial world hopes that, with the opening of direct communication between the two countries by the Eastern Chinese Railway, there will be a great extension of their exchange of merchandise, and that, while the Japanese markets will be opened to Russian sugar, petroleum, and corn, Japan will send to Russia raw silk, the products of smaller popular industries, and so forth, and that the creation of the Japanese Consulate in St. Petersburg will favour the development of this exchange.

AT the instance of Inspector Kerr, a marine store dealer was charged before Mr. Sercombe Smith at the Magistracy on Monday with being in unlawful possession of 135 pounds of Manila rope, value about \$56, and 55 lbs. of copper wire, value about \$18, reasonably suspected to have been stolen, or unlawfully obtained from a shop at No. 168 Reclamation Street, Yau-mat, yesterday afternoon, and also with being a holder of a licence failing to enter in his book an account of the rope and wire, found in his possession. His Worship sent him to goal for four months on the first charge, and fined him \$50, or two months' hard labour on the second. Mr. H. Alameda subsequently applied for the rehearing of the case in which a marine store dealer was charged with being in unlawful possession of Manila rope and steel wire. Mr. Sercombe Smith refused the application, observing that the case was very clear.

IN an exhaustive article which M. Lockroy contributes to the *Temps* on the present position and condition of the French navy, the ex-Minister of Marine takes a very despondent view of the situation. After pointing out what incompetence and disorganization have done for the naval defence of his country, M. Lockroy sums up the situation as follows:—"At the moment when relations are strained between Russia and England, when, tied by a previous convention, we shall perhaps be called upon to take sides in the conflict, the Far-Eastern squadron has been deprived of its chief. We are disarmed everywhere. Squadrons without cohesion, without coal, and without chiefs—that is all that we find. Yet no one thinks of it, nobody is alarmed. The Chambers say: 'It will be all right by and by.' The fact is we have been hypnotized by our interior affairs, we have lost the habit of looking beyond our frontiers, and our navy seems to be an accessory thing that may be voted at haphazard, following Parliamentary convenience, as one votes, bureau de tabac. But our prestige suffers from this system, and our power is impaired. From Dunkirk to Saigon the national defence is shattered; foreigners mock at us, and France continues to pay three hundred million francs per annum for her navy."

## THE SHARE MARKET.

STOCKS.	PAID-UP VALUE.	LAST DIVIDEND.	TO-DAY'S QUOTATIONS.
BANKS.			
Hongkong and Shanghai Banking Corporation	\$ 125	Div. of £1.10/- @ 1/8 = \$18 for half-year ending 30.6.1903	\$635 s.
National Bank of China, Ltd.	\$ 8	3 1/4 = \$1 06 1/2 for 1902	\$ 84 b.
Do. Founders	\$ 1	None	\$10
MARINE INSURANCES.			
Union In. Society of China, Ltd.	\$ 100	60 per cent = \$30 per share for 1901	\$520
China Traders' In. Co., Ltd.	\$ 25	16 1/2 = \$1 for year ended 30.4.1902	\$61 1/2
North China In. Co., Ltd.	\$ 25	Interim of £1 for 1902	Tls. 225 s.
Yangtze In. Association, Ltd.	\$ 60	20 % = \$12 for 1901	\$135 b.
Canton In. Office, Ltd.	\$ 50	28 % = \$14 per share for 1901	\$187 1/2 sa. & b.
FIRE INSURANCES.			
Hongkong Fire In. Co., Ltd.	\$ 50	\$22 1/2 per share for 1901	\$125 sa. & b.
China Fire In. Co., Ltd.	\$ 20	\$6 per share for 1901	\$89 b.
SHIPPING.			
Hongkong, Canton, & Macao Steamboat Co., Ltd.	\$ 15	\$1 1/2 for half-year ending 30.6.1903	\$12 1/2 sa.
Indo-China S. N. Co., Ltd.	\$ 10	5 % = 10/- per share for 1902	\$82
China & Manila S.S. Co., Ltd.	\$ 10	10 % = \$5 per share for 1900	\$18
Douglas Steamship Co., Ltd.	\$ 10	Div. of \$3 for year ended 30.6.1903	\$32 s.
"Star" Ferry Co., Ltd.	\$ 10	\$1.20 = 12 % for year ending 30.6.1903	\$27
"Shell" Transport & Trading Co., Ltd.	\$ 10	60 cts. = 30.4.03	\$16 1/2
Taku Tug & Lighter Co., Ltd.	\$ 10	3rd Interim of 6d. for 1902	Tls. 1.2.6 s.
Shanghai Tug & Lighter Co., Ltd.	\$ 10	Interim of 2 % for 1903	Tls. 38 b.
Do. Preference	\$ 10	Interim of 4 % = Tls. 2.00	Tls. 58
Do. Preference	\$ 10	Interim of 3 1/2 % = Tls. 1.75	Tls. 50 1/2
REFINERIES.			
China Sugar Refining Co., Ltd.	\$ 100	Fin. of \$7 making \$12 for 1901	\$98
Luzon Sugar Refining Co., Ltd.	\$ 100	\$3 per share for 1897	\$10
Perak Sugar Cultivation Co., Ltd.	\$ 10	Fin. of 7 % for year ending 30.9.02	Tls. 60
MINING.			
Panjoon Mining Co., Ltd.	\$ 11	None	\$1 1/2
Société Française des Charbonnages du Tonkin	\$ 10	Fin. of Frs. 30 making Frs. 60 for 1902	\$600 s.
Raub Australian Gold Mining Co., Ltd.	\$ 10	No. 12 of 1/- per share 28.1.01	\$8 1/2
Chinese Engineering & Mining Co., Ltd.	\$ 1	No. 1 of 1/6 per share 10.10.02	Tls. 6.50 sa.
DOCKS, WHARVES AND GODOWNS.			
Hongkong & Whampoa Dock Co., Ltd.	\$ 50	12 % = \$6 for 1/2 year 30.6.03	\$206 s.
S. C. Farnham, Boyd & Co., Ltd.	\$ 100	Final of Tls. 8 making Tls. 15 for year ending 30.4.03	Tls. 136 sa.
Hongkong & Kowloon Wharf & Godown Co., Ltd.	\$ 10	Interim of \$2 1/2 for 1903	\$87 b.
New Amoy Dock Co., Ltd.	\$ 5	\$2 1/2 for 1902	\$27 1/2
Shanghai & Hongkong Wharf & Godown Co., Ltd.	\$ 10	Interim of Tls. 5 for 1903	Tls. 212 b.
LANDS, HOTELS AND BUILDINGS.			
China Provident Loan & Mortgage Co., Ltd.	\$ 10	8 % = 80 cents per share for 1902	\$9 1/2
Hongkong Land Investment & Agency Co., Ltd.	\$ 100	Interim of \$6 for 1903	\$153 s.
K'loon Land & Building Co., Ltd.	\$ 30	\$2.30 per share for 1902	\$35 sa.
West Point Building Co., Ltd.	\$ 30	Interim of \$1 1/2 for 1903	\$50 sa.
Hongkong Hotel Co., Ltd.	\$ 50	\$6 for first 1/2 year 1903	\$147 b.
Oriental Hotel Co., Ltd. (Manila)	\$ 50	8 % = \$4 for year ending 31.12.1900	\$58
Astor House Hotel Co., Ltd. (Shanghai)	\$ 25	2 1/2 % for year ending 30.6.03	\$28 1/2 sa.
Hotel des Colonies Co., Ltd. (Shanghai)	\$ 25	6 % for year ending 31.3.03	Tls. 15 sa.
Queen's Hotel (Wei-hai-wei)	\$ 25	First year	Tls. 25
Humphreys Estate & Finance Co., Ltd.	\$ 10	9 per cent. for 1902	\$104 b.
Sh'hai Land Investment Co., Ltd.	\$ 10	Interim of 6 % for 1903	Tls. 105 b.
COTTON MILLS.			
Hongkong Cotton Spinning & Weaving & Dyeing Co., Ltd.	\$ 10	{ Final of 60 cents, making \$1 for 1902/1903	\$14 1/2 b.
Ewo Cotton Spinning & Weaving Co., Ltd.	\$ 10	3 % for period ended 31.10.97	Tls. 30 sa.
International Cotton Manufacturing Co., Ltd.	\$ 100	Interim of 3 % on account of 1898	Tls. 40 s.
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	\$ 100	Interim div. of 4 % on acct. of 1898	Tls. 35 sa.
Soy Chee Cotton Spinning Co., Ltd.	\$ 500	4 % for period ended 31.12.00	Tls. 200
CIGAR AND TOBACCO COMPANIES.			
Alhambra, Ltd.	\$ 500	25 % for year ending 30.6.1900	\$250 b.
Philippine Tobacco Trust Co., Ltd.	\$ 50	None	\$15 b.
Shanghai-Sumatra Tobacco Co., Ltd.	\$ 20	Interim of Tls. 3 per share	Tls. 52 s.
MISCELLANEOUS.			
Green Island Cement Co., Ltd.	\$ 10	12 1/2 % = \$1.20 per share for 1902	\$22 1/2 b.
China-Borneo Co., Ltd.	\$ 12	First year	\$9 1/2
A. S. Watson & Co., Ltd.	\$ 10	Interim of 5 % for 1902	\$14 1/2 b.
Walkins, Ltd.	\$ 10	\$1 per share for 1902	\$8 b.
Hongkong Electric Co., Ltd.	\$ 10	90 cents for year ending 30.4.1903	\$12 1/2
Hongkong Electric Co., Ltd.	\$ 5	45 cents for year ending 30.4.1903	\$7
Hongkong & China Gas Co., Ltd.	\$ 10	10 % div. and 1 % bonus for 1901	\$140 b.
Hongkong Rope Manufacturing Co., Ltd.	\$ 50	\$10 for 1902	\$145
Geo. Fenwick & Co., Ltd.	\$ 25	15 per cent = \$3.75 for 1902	\$47 1/2
Hongkong Ice Co., Ltd.	\$ 25	Interim of \$4 for 1903	\$250 s.
Hongkong High-Level Tramways Co., Ltd.	\$ 100	\$18 for year ending 31.1.1902	\$320 s.
Dairy Farm Co., Ltd.	\$ 6	75 cents for year ending 31.7.1902	\$12 b.
Hongkong & China Bakery Co., Ltd.	\$ 50	5 per cent = \$2 1/2 for 1901	\$40
Campbell, Moore & Co., Ltd.	\$ 10	Div. of \$2 1/2 for 1902	\$20 b.
Bell's Asbestos Eastern Agency, Ltd.	\$ 10	90 cents } for year ending 31.5.03	\$9 b.
United Asbestos Oriental Agency, Ltd.	\$ 4	\$25.70 }	\$200 b.
Do. Founders	\$ 10		
Hongkong Steam Water-boat Co., Ltd.	\$ 10	Interim of 6 %	\$15 1/2 b.
China Light & Power Co., Ltd.	\$ 10	None	\$5 b.
Robinson Piano Co., Ltd.	\$ 50	5 % = \$2 1/2 for half-year 1901	\$50
Manila Investment Co., Ltd.	\$ 50	None	\$15 b.
William Powell, Ltd.	\$ 20	\$1 for year ended 30.6.1903	\$8 1/2
Maatschappij tot Mijl. Besch. Landbouw exploitatie in Langkat, Limited	\$ 100	{ 4th Interim Dividend of Tls. 7 1/2 paid 15.9.1903	Tls. 272 1/2 sa.
Shanghai & Hongkong Dyeing & Cleaning Co., Ltd.	\$ 50	First year	\$50

Telegraphic Address—"Rialto."

BENJAMIN, KELLY &amp; POTTS.

Telephone No. 248; P. O. Box No. 111.

Share Broker.

NOTE—b=buyers, s=sellers, sa=sales.

## Intimation.

## THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

CABLE ADDRESS—Telegraph, Hongkong.

THE leading English Newspaper in China

Also widely circulated in Japan, Cochinchina, Ceylon, India, and the Far East generally.

A daily newspaper with a weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

## ADVERTISING DEPARTMENT.

The *Hongkong Telegraph* is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

## ADVERTISEMENT RATES.

(per inch.)

One week	\$ 2.85
One month	7.20
Two months	13.00
Three "	20.00
Six "	37.50
Twelve "	73.50

No charge less than one dollar.

Discount allowed on—

3 Months Contracts	5 per cent.
6 "	10 "
12 "	25 "

## DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. \$1 each insertion in the Daily and Weekly.

## CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the *Hongkong Telegraph* Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

## JOB PRINTING DEPARTMENT.

Job Printing of all descriptions undertaken.

## PROGRAMMES.

Estimates given for all classes of work on application to

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE HONGKONG TELEGRAPH OFFICE.

Estimates given for all classes of work on application to

THE HONGKONG TELEGRAPH OFFICE.

## VISITORS AT THE HOTELS.

## HONGKONG.

Anderson, Mr.	Jones, J. W.
Ankrom, Mr. and Mrs.	Joseph, Mr. and Mrs.
J. H.	Katich, E. A.
Anton, A. S.	King, Wesley
Barrett, E. G.	King, Chas. G.
Baum, A.	Leggatt, E. A.
Black, Mr. and Mrs.	Lewis, A. R.
Bogdan, Mr. & Mrs. R.	Macgowan, R. J.
Bonner, E. A.	MacKie, G.
Bonnet, F.	Marriott, Dr. O.
Borthwick, Mr. and Mrs.	Mast, Sidney
Mrs. R. W.	Mast, Mr. and Mrs. E.
Brand, D.	McAran, T. P.
Brown, W. S.	McHenry, J. H.
Buck, Hart	McClary, C.
Campbell, Mr. & Mrs.	Meikle, Mr. & Mrs. E.
G.	Miller, P. L.
Clark, J.	Minnitt, Chas. F. and servant
Clarke, W. G.	Moller, Mrs. and child
Connell, J. J.	Murphy, Mr. and Mrs. E. O.
Colson, F. T.	North, C. J.
Coulson, C. H.	Osborn, Mrs. G.
Day, W. E.	Parfit, W.
Dean, G.	Pattie, J. A.
Desallais, R.	Potter, J. G.
Douglas, Capt. & Mrs. J.	Potts, W. H.
Downing, T. C.	Roche, J. B.
Edier, Mrs. F. and inf.	Ross, B. C.
Ellis, Mr. and Mrs. A.	Sayle, R. T. D.
Emerson, A.	Sheff, A.
Etzel, Mr.	Sherman, R. H.
Fanton, Mr. and Mrs.	Skott, C.
J. H.	Smith, J.
Fisher, H. G.	Simmons, Mr. and Mrs.
Glover, C.	Snewin, E. A.
Grant, A. W.	Somerville, Geo.
Hall, Capt. T.	Thomas, C. B.
Hanner, Thos. A.	Wall, Mrs. L.
Hanna, W. B.	Watkins, G. A.
Haughton, W. B.	Watson, Jas.
Hayton, J. T.	Woolmer, Mr. & Mrs.
Hill, L. D.	Wright, Mr. and Mrs.
Hooper, Mr. and Mrs.	Young, Capt. and Mrs. D. and child.
Hopkins, Mr. C. J.	
Hunter, J. W.	
Icely, Rev. J.	
Jackman, H. T.	
Jaffi, D.	

## CONNAUGHT.

Burton, L. H.	Jordan, Mr. and Mrs.
Birbeck, R. J.	E. G.
Boas, J.	Littler, P. M.
Campbell, R.E., Lieut.	Lynch, H.
Daly, Mr. & Mrs. R. F.	Marsden, Mr. and Mrs.
Dulour, Mrs. H.	Haddon, A.
Eyre, H.	Reinburg, Louis G.
Forbes, Mr. and child	Tempest, Miss M.
Featherstone, Mrs. F. R.	Tibbey H. M.
Gale, Miss G.	Tullet, A. E.
Hayde, P.	Tyrwhitt, T.
Howard, E.	Whitmore, R.
Hume, R.	Williams, W. H.
Lee, G. E.	

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KING EDWARD.

Carter, H. B.	Macdonald, Miss Eva.
Cunningham, A.	Muelle, Ed. (Consul for
Edwards, Mr. and Mrs.	Peru)
Ehrhardt, Capt.	Railton, W. Alex.
Hale, Mrs. M. P.	Reid, Arch.
Hawley, Miss M.	Rose, Mr. and Mrs. T.
Hawley, Miss W.	1-
Hawley, Mr. and Mrs.	Schueploch, Ralph H.
Geo. T.	Stephens, J. J. D.
Hawley, Mr. and Mrs.	Story, Mr. and Mrs.
Geo.	"Douglas
Hillingsworth, A. H.	Vaughan, H. S.
Kyhe, Mr. and Mrs.	
J. W. Norton	